

"Grain and Hay for the Circus" in This Issue

THE AMERICAN ELEVATOR AND GRAIN TRADE

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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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Mitchell Brothers Publishing Co.

Vol. XXXVI.

CHICAGO, ILLINOIS, APRIL 15, 1918

NO. 10

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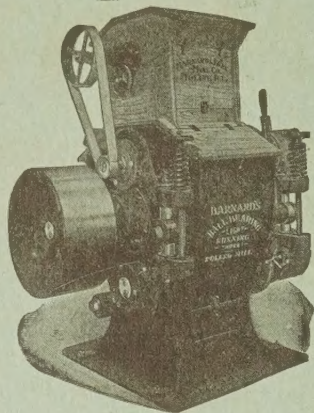
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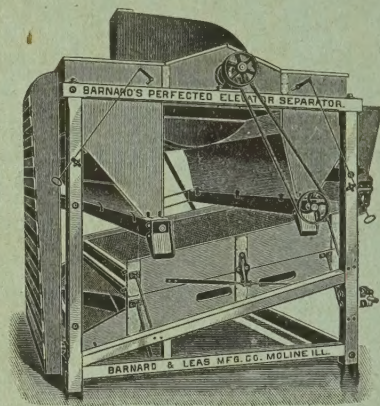
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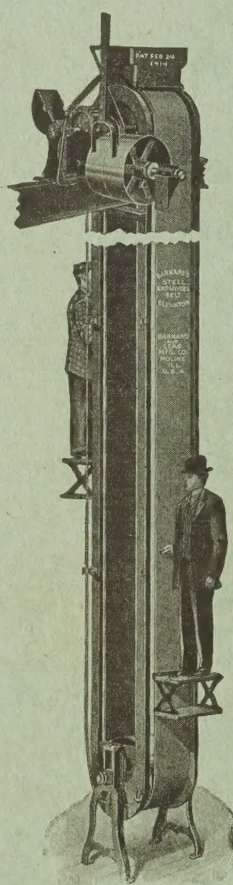
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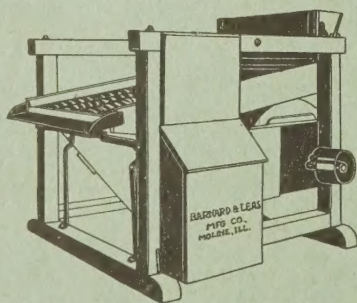
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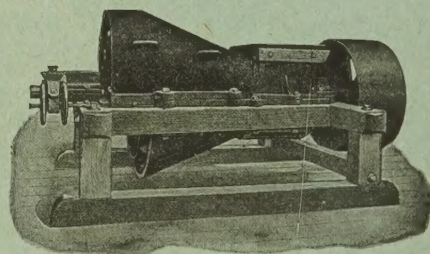
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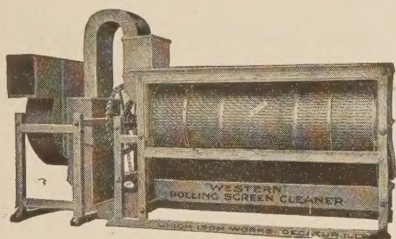


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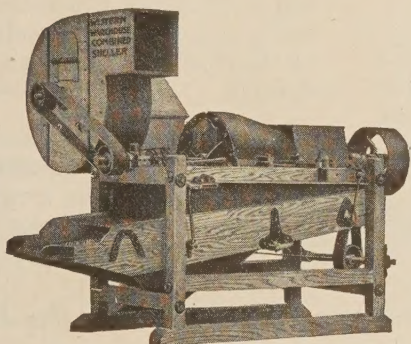
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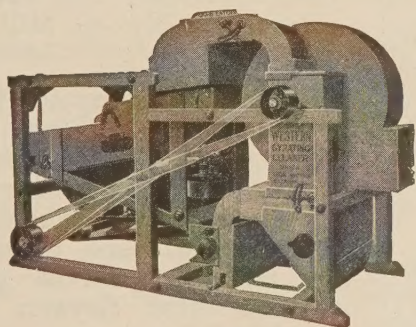
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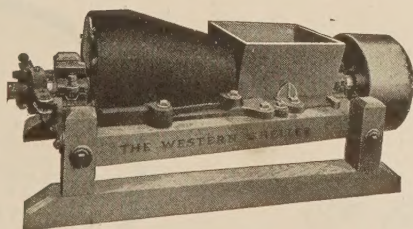
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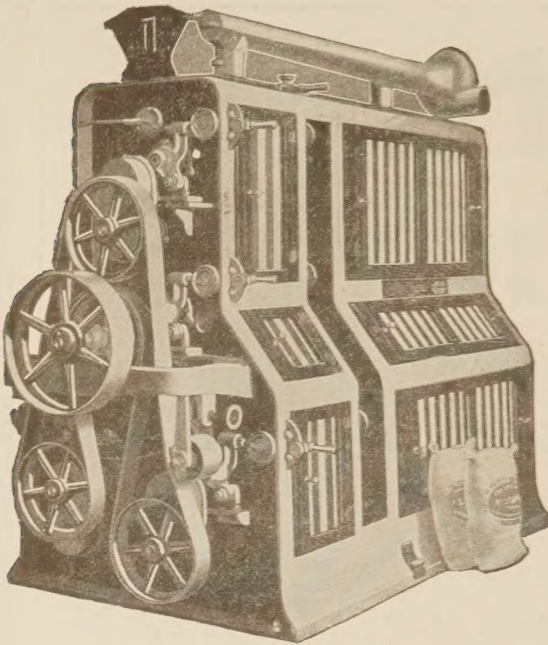
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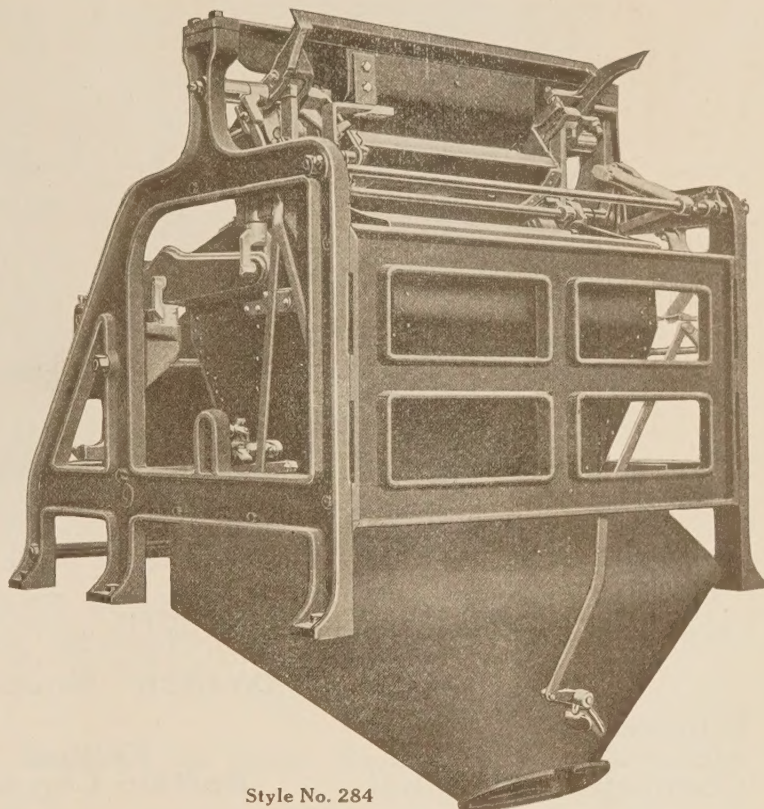
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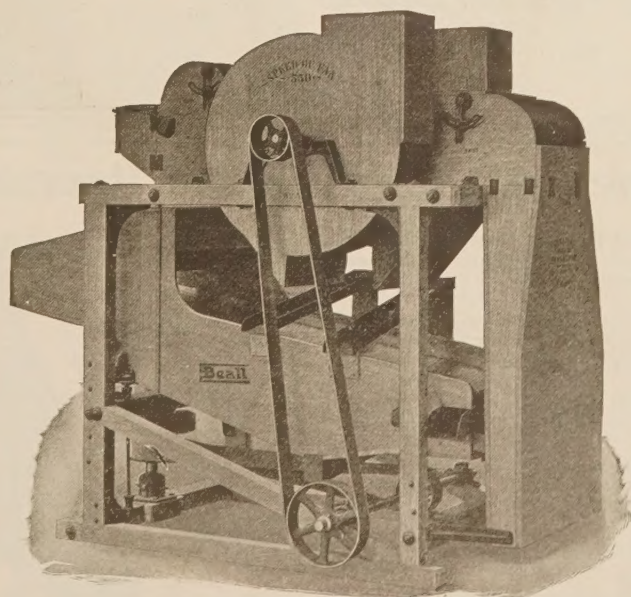
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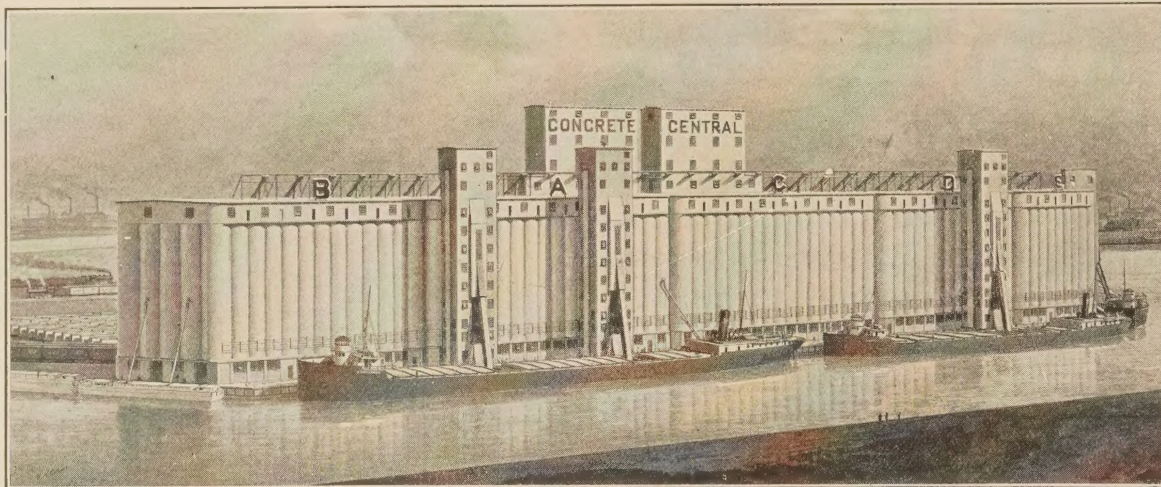


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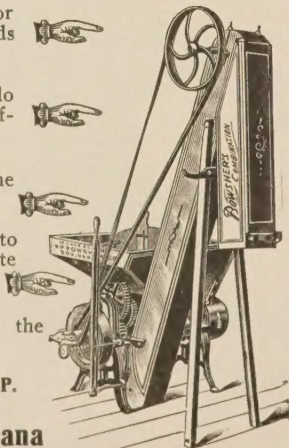
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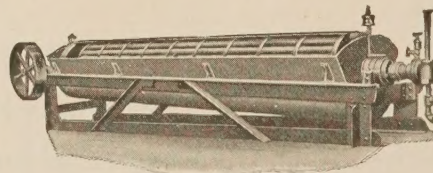
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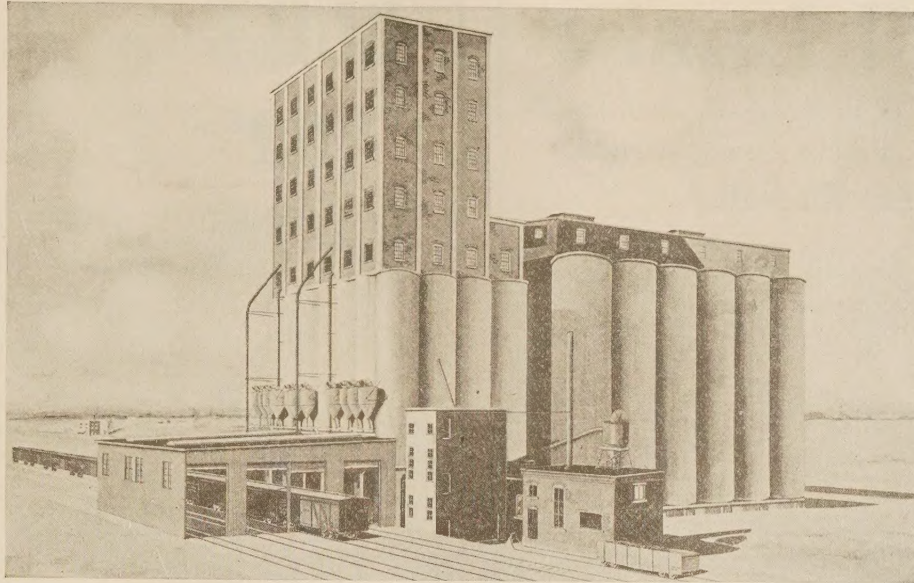
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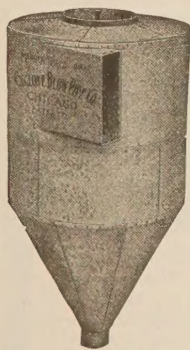
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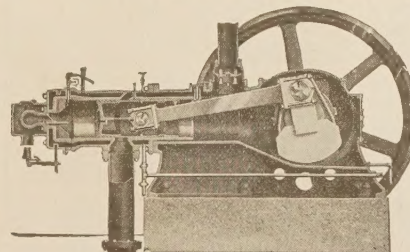
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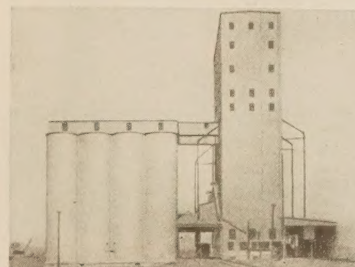
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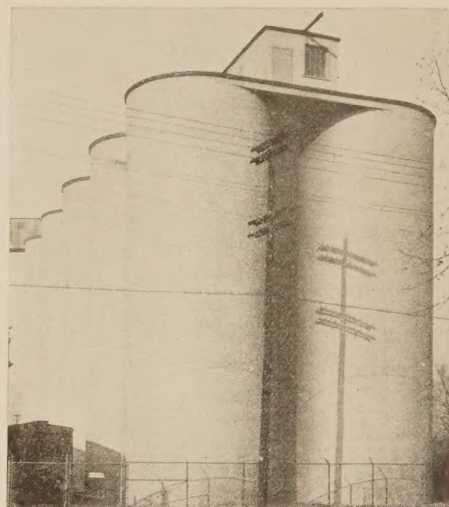
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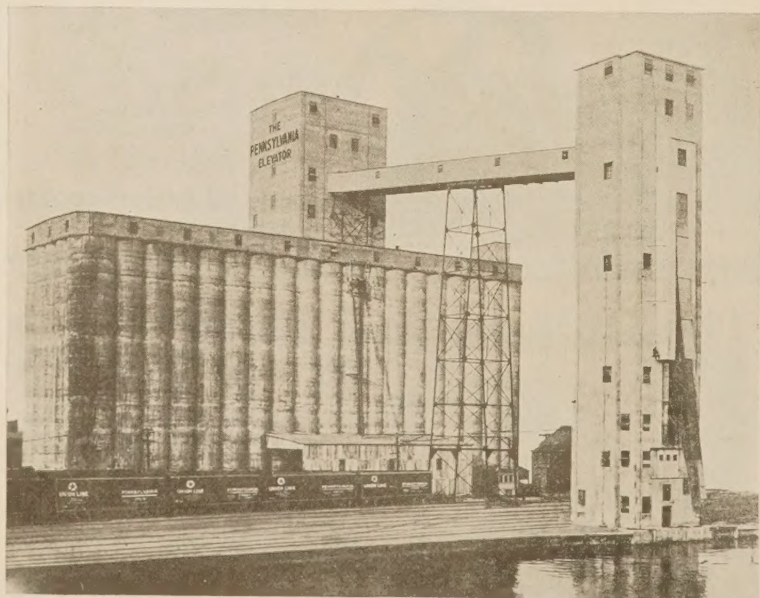
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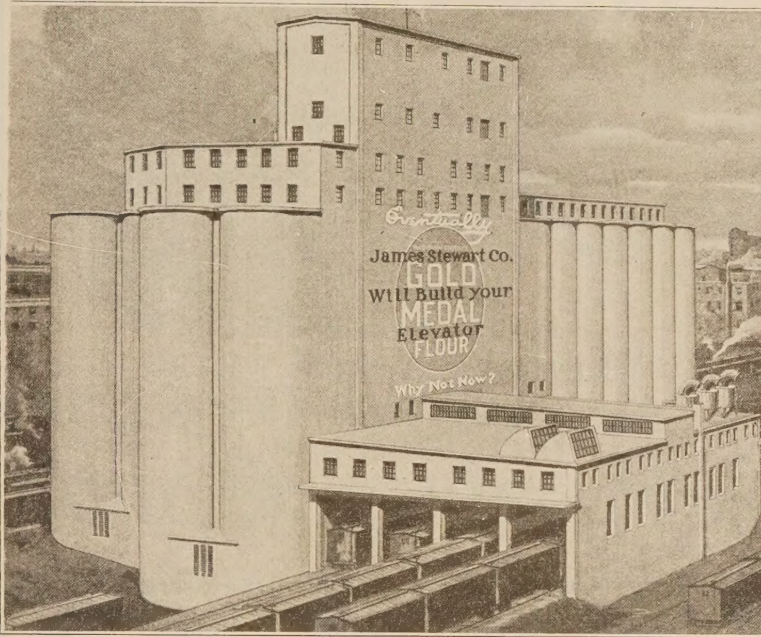
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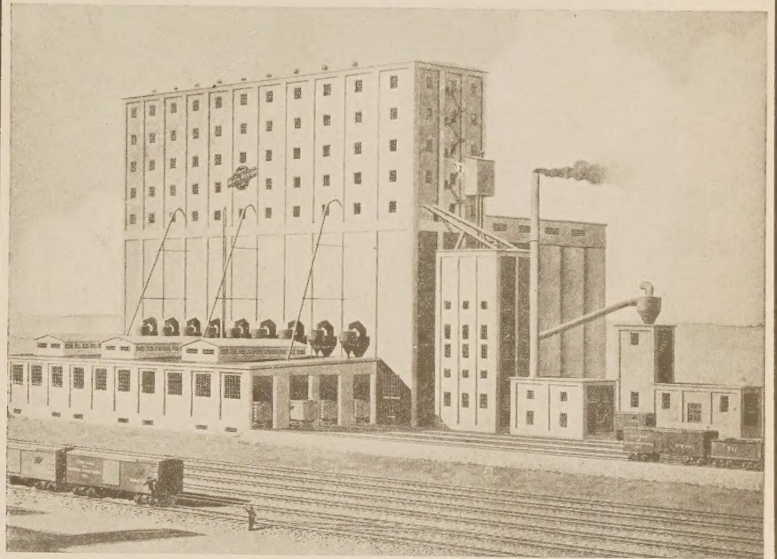
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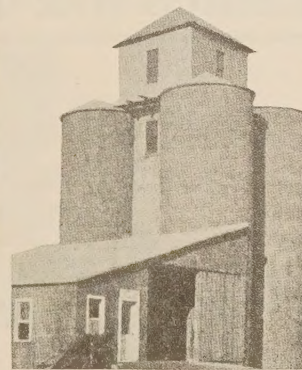
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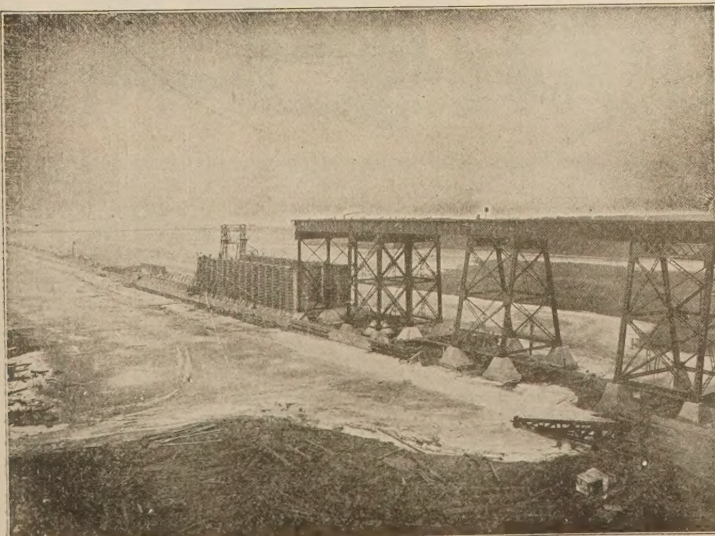
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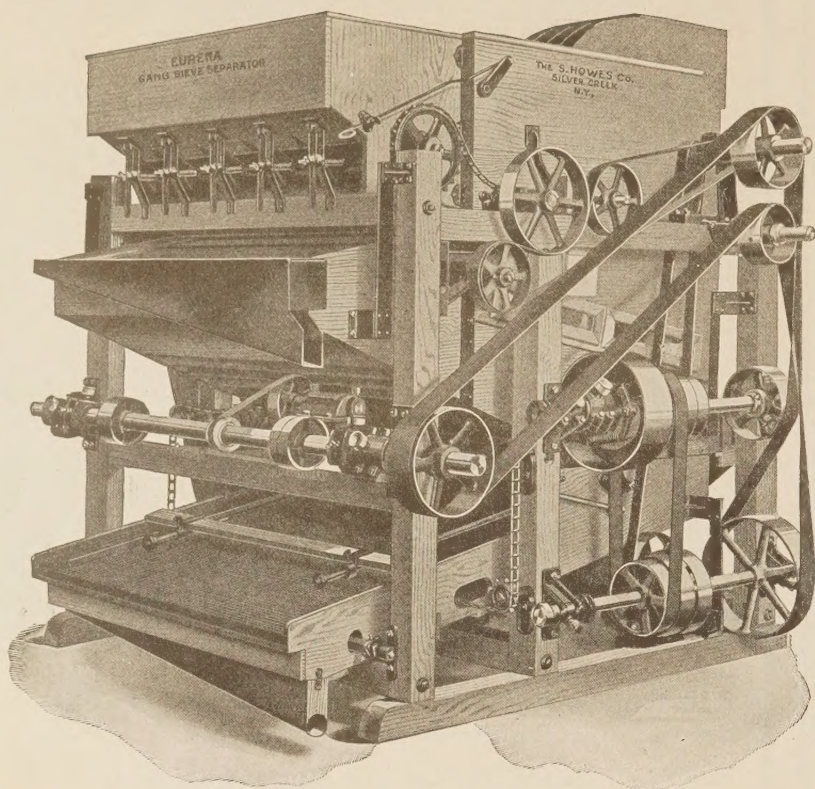
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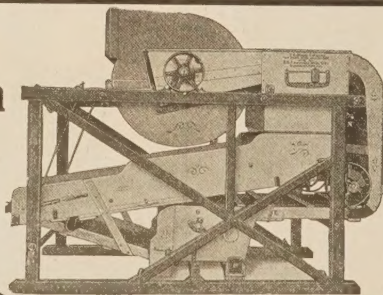
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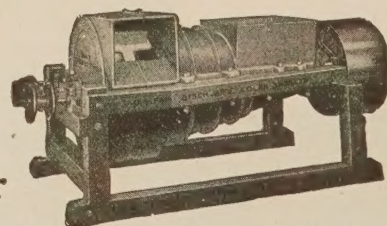
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machines that should
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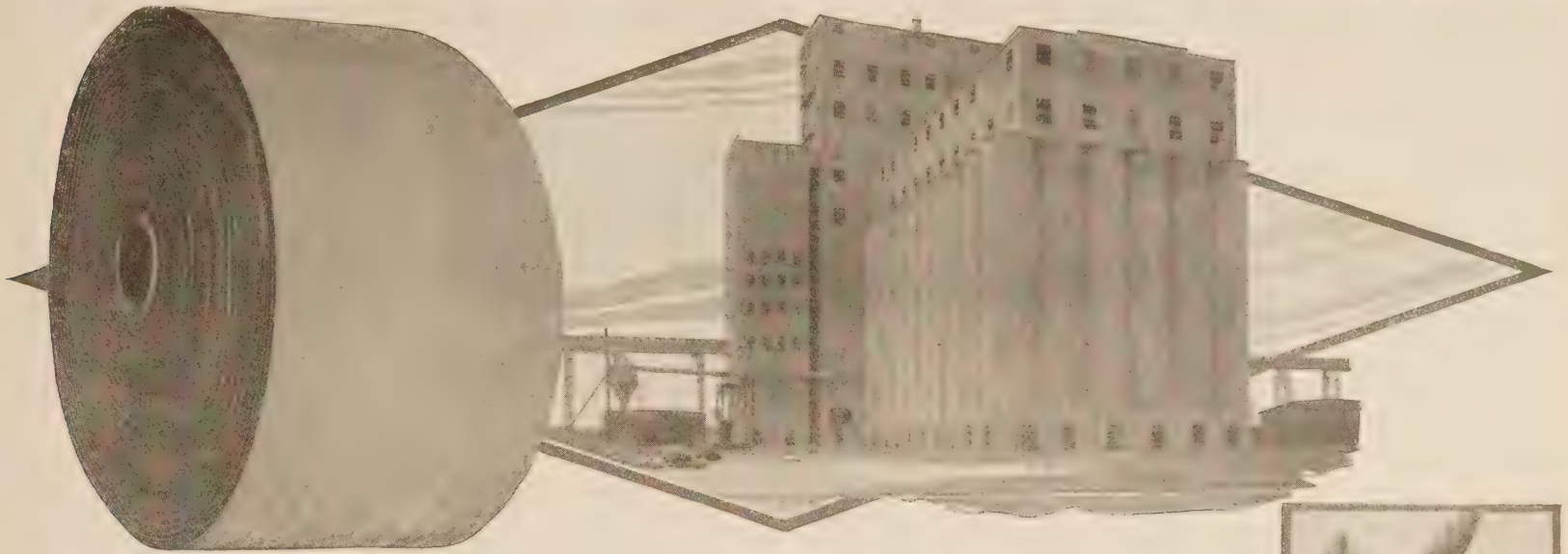
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IF YOUR grain belts give out amid this war-time rush, your elevator is idle. No matter how expensive the rest of your equipment, your belts are your vital link between America's vast grain fields and great European commissaries. Your belts must keep going.

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And it is a significant fact to every belt buyer, that, in all this great service, Diamond Grain Belts have never failed to give satisfaction. Remarkable as this statement may seem with so many belts in use, we have no knowledge of—nor do our records show—a single complaint as to service from any elevator operator who has ever used Diamond Grain Belts.

The Diamond Rubber Company
(Incorporated)

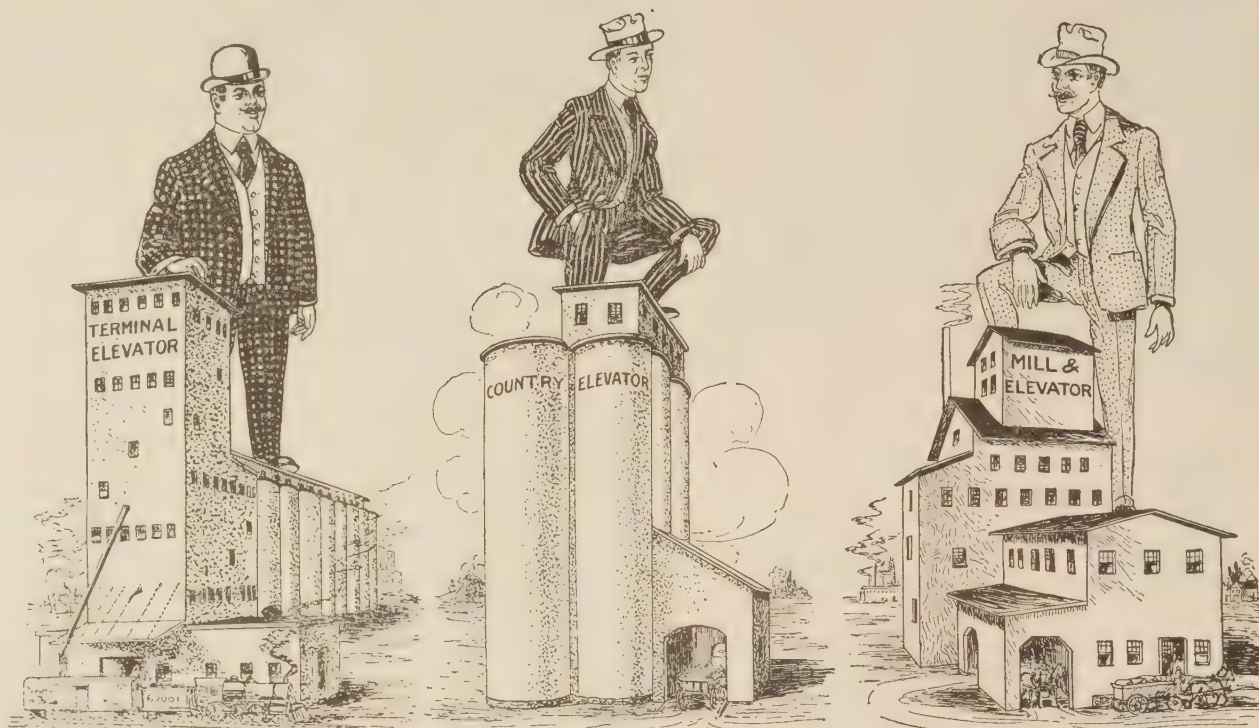
Makers of Diamond Tires and Tubes

AKRON, OHIO

Diamond

GRAIN ELEVATOR BELTS





Every Man Is Different—So Is Every Elevator

Men and elevators are much alike. They vary in size, shape and speed. No one suit of clothes will fit all men, neither will one grain drier fit all elevators. It is just as essential to have your grain drier made to fit your line of business as to have a tailor make your suit to measure.

You would not buy from a tailor who only had one sample of cloth and one style for all customers, neither would you think of buying a Terminal Grain Drier for a Country Elevator or mill.

The Randolph Engineers go about their work very much as a tailor does. First they *Scientifically* take the measure of your elevator, find out the bushels of grain handled and kind, and know exactly what is needed under all conditions—the worst as well as the best. From these measurements then we are able to tell you which drier is best suited to your line of business.

The O. W. Randolph Company takes the position of the custom tailor and builds grain driers for each individual purpose,—for the *Terminal Elevator*, for the *Country Elevator* and for the *Mill and Elevator*, so as to exactly suit the needs of each individual business, and in this way gives you better results and more efficiency at a minimum cost of operation and better quality of products.

RANDOLPH
The Grain Drier of No Regrets
RANDOLPH
THIS DISTINGUISHES THE BEST FROM THE REST

No other drier can give the same good service—no other drier can operate as cheaply.

Because the Randolph is the only drier that has its own independent heating system, a patented Randolph feature, that reduces the drying cost to the minimum without extra cost in building construction and boiler horse power. The only drier made to operate independently of the rest of the elevator without adding extra help to your pay roll.

The Randolph Grain Drier is the only one that is equipped with automatic temperature control. This enables the operator to maintain a uniform heat in his drying chamber regardless of the weather conditions outside. This is a feature that should not be overlooked for it is one of

the most efficient parts in the operation of a drier.

And yet the Randolph Drier costs you no more than the ordinary kind.

No matter what shape your elevator or mill may be, high or low, you will find a Randolph that will fit your needs without extra boiler horse power.

Do not consider placing your order until you have investigated these features. You will find them only in this make of drier.

Which will it be, tailored or ready made?

 **O.W. RANDOLPH Co. TOLEDO, OHIO. U.S.A.** 

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Paint-making is a painstaking task with the TROPICAL institution. Merely to turn out paints in huge quantity is not much of an accomplishment. But to turn out immense quantities of paints of unvarying excellence and service satisfaction is typically a TROPICAL achievement.


TROPICAL ELASTIKOTE The Economical Exterior Paint

Just any paint won't do for elevator exteriors. It has to be paint like Elastikote that is made to meet this special need. It has to be paint that conforms with the variations of the surfacing as well as with the weather's eccentricities. It has to be paint that spreads easily, that won't chip and crack, that gives the buildings covered with it an attractive, good-looking appearance.

TROPICAL Elastikote is the exterior paint that meets with the approval of elevator men because it

has so unqualifiedly made good everywhere it has been used. It is made with the thought in mind of fulfilling this definite need. Every research resource and operating facility of the immense TROPICAL institution is back of its success. It is supplied in 16 different shades. It gives unusually satisfactory service. It saves the need for frequent and expensive repainting.

Tropical Paint & Oil Co.
CLEVELAND, OHIO



B & P SPECIAL ENAMEL
is the TROPICAL product that is recommended for elevator interiors. It dries hard and is thoroughly non-absorbent. It prevents dust from clinging to the surface thus lessening fire dangers.

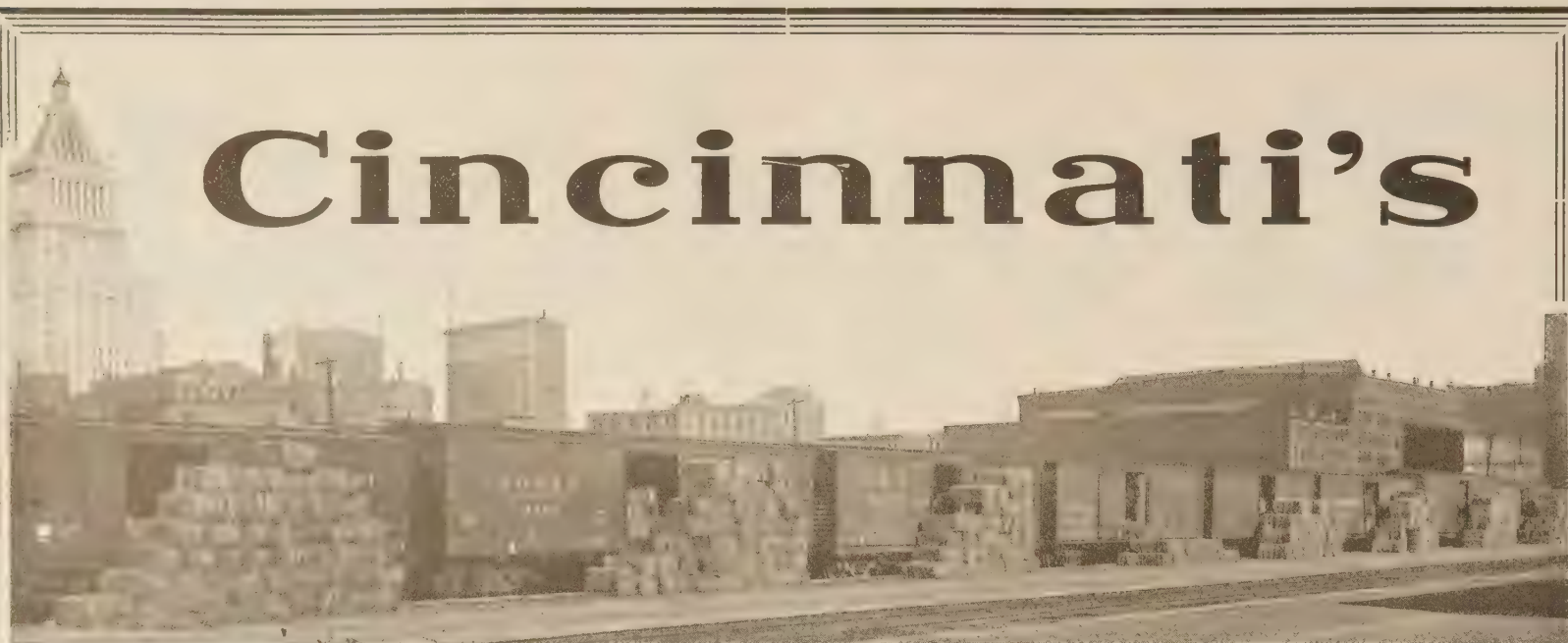
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Send us complete details about:

(1) TROPICAL Elastikote. Surface to be covered _____ sq. ft.
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Inquirer _____





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Best for the Shipper
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The plugging method of car inspection makes it possible to sell hay on its merits or feeding value and is the surest and safest for country shippers to depend on. It also gives the buyer full assurance as to the quality and grade of hay he is purchasing.

It is Cincinnati's endeavor to serve the trade to its entire satisfaction, always, and to this end the Cincinnati Grain and Hay Exchange has leased four tracks on Front Street from the L. & N. R. R. at a high annual rental, for the purpose of plugging and inspecting each and every car of hay handled in Cincinnati. These tracks will accommodate over 100 cars.

This improved method of car inspection assures the shipper and buyer of hay a true, honest inspection and a true, honest price on every car of hay received and shipped at this market. When the car is sold no appeal for re-inspection is permitted.

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Try any of the following Cincinnati firms on that next car of hay you wish to ship or buy:

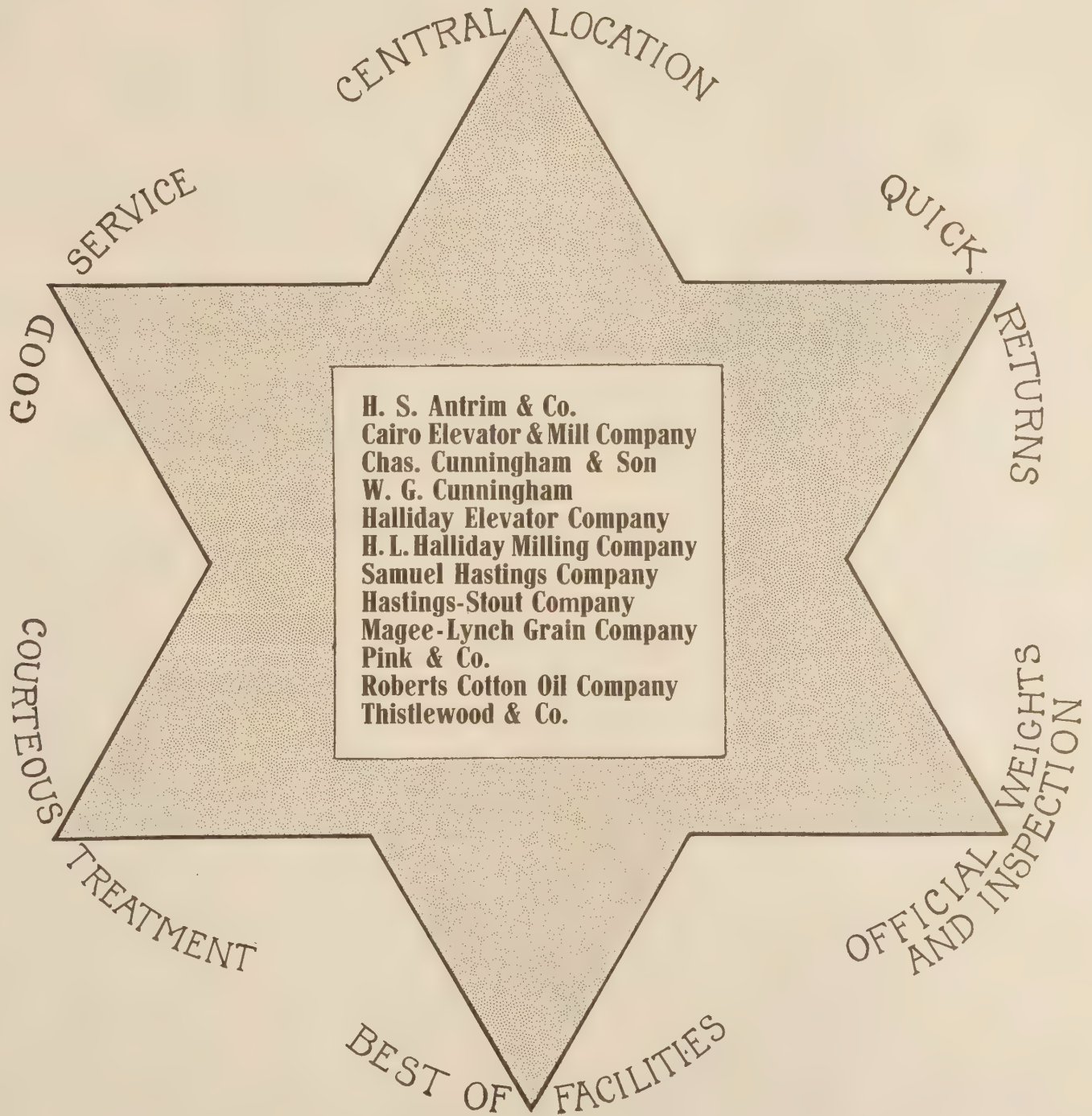
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Brouse-Skidmore Grain Co., The
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De Mollet Grain Co.

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The ease and economy with which SCHUMACHER FEED supplies the maintenance or carbohydrate part of the dairy ration makes it the ideal feed for you to handle in connection with BIG "Q" the popular Protein feed.

Dairymen have found that these two feeds when fed in combination, to be the logical, economical feeds for maintenance and large milk production.

SCHUMACHER FEED

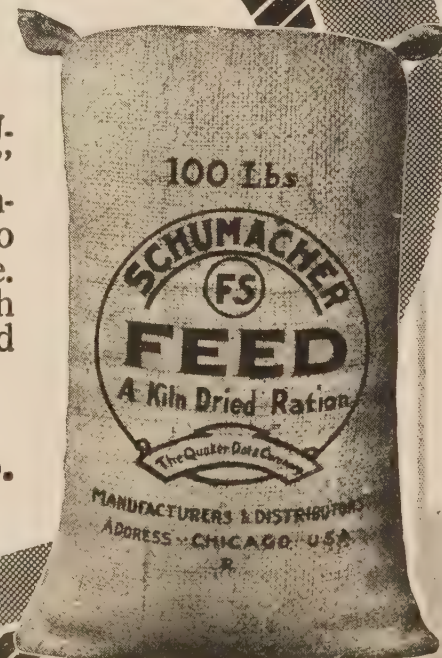
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If you are not **handling** and **pushing** SCHUMACHER FEED in connection with BIG "Q" DAIRY RATION you are losing opportunities for all year 'round profits. These two feeds will bring customers to your store. They are the winning combination which will insure satisfaction to your trade and increased profits for you.

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The Quaker Oats Co.

Address CHICAGO, U. S. A.



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POULTRY FEEDS

We have just put out a new line of Poultry Feeds that are proving a sensation in the poultry field: FUL-O-PEP DRY MASH; FUL-O-PEP SCRATCH GRAINS; FUL-O-PEP CHICK FEED; and FUL-O-PEP GROWING MASH.

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Our germination test about 85% or better.

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and subject unsold, bags extra at value.

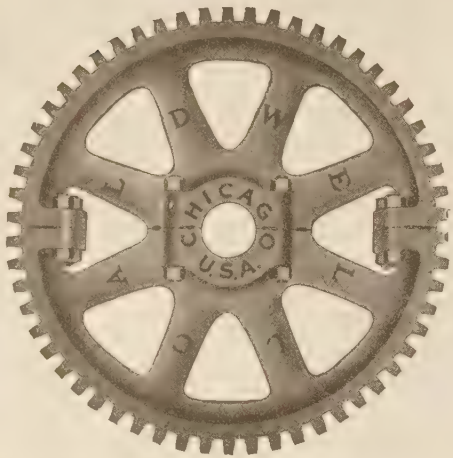
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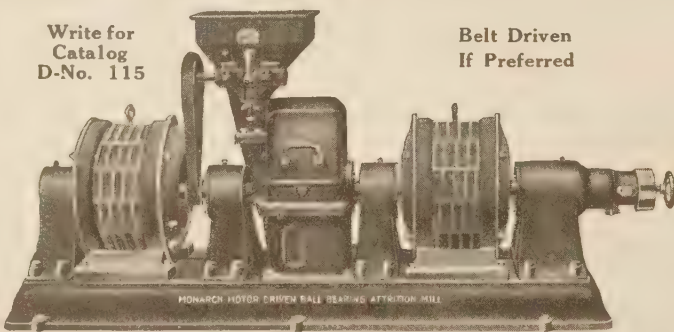
Are the little daily losses in time and lubricant; the repair stops and expenses; the trouble caused by uneven grinding and the maintenance bills of a babbitt bearing, out-of-date feed grinder.

We ask, as a plain business proposition, which would pay you better, to ignore these losses, which, in the aggregate, soon amount to a substantial sum of real money, or to protect yourself permanently from such loss by investing in

The Monarch Ball Bearing Attrition Mill

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If Preferred



The Monarch is never careless, heedless or inattentive to business. Ball bearings practically eliminate friction, institute perfect and permanent tram, chase away power and lubricant losses, and inaugurate and continually safeguard uniform grinding.

The mission of this mill is to protect your profits; not by the grace of luck, but by inbuilt, original features which never cease to exist.

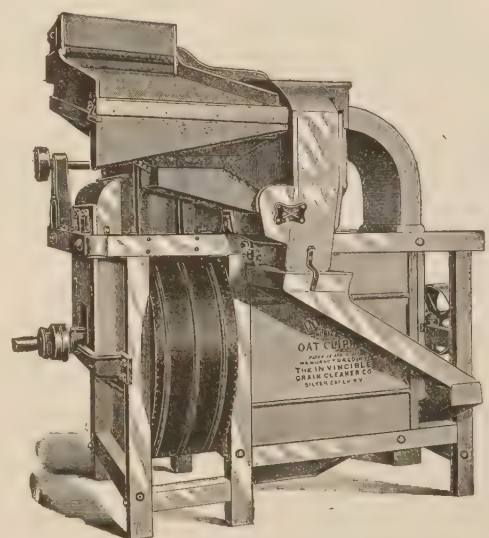
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Chicago Office: No. 9 South Clinton Street

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what would it mean to you to screen and air clean your grain over your clipper without clipping?

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Established 1878 Alton, Illinois

Insurance on Flour Mills and Elevator Properties.

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Which will not clog or bind. Steel tubing fitted with maple pole. Point is turned of solid bar steel. Top is fitted with a bronze collar. Trier is 56x1 3/4 inches and has eight openings.

OTTO KELLNER, JR., 4028 S. State St., Chicago, Ill.



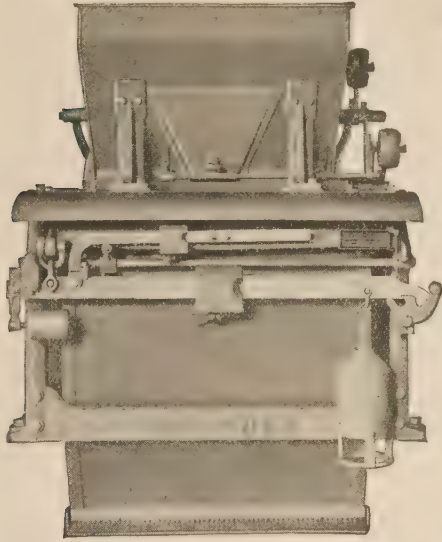
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is invaluable to operatives in every industry where dust is troublesome, affording perfect protection with perfect ventilation. Thoroughly tested for many years in every kind of dust. Nickel-plated protector \$1.10, Canada \$1.25, postpaid. Circulars free.

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Elwood's Grain Tables,

A book needed by every miller and grain dealer. It shows the value of any number of bushels or pounds of wheat, rye, oats, corn or barley at any given price from 10 cents to \$2.00 per bushel. Cloth bound, 200 pages. Mailed on receipt of price, \$1.25, by MITCHELL BROTHERS PUBLISHING CO., 431 S. Dearborn St. CHICAGO



Every grain shipper must "maintain adequate weighing facilities," etc., according to Section 21 of the Pomerene Bill. Then why not install a

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You will have to comply with the term "adequate" and surely want to insure payment of your railroad claims.

Write to your nearest office for booklet of accurate weighing of grain and the accuracy of the Sonander.

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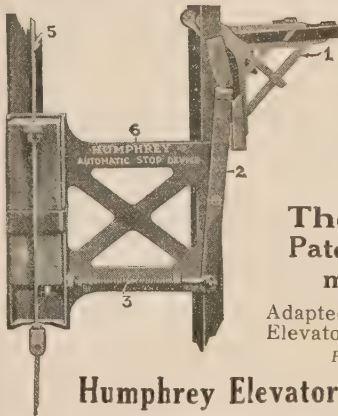
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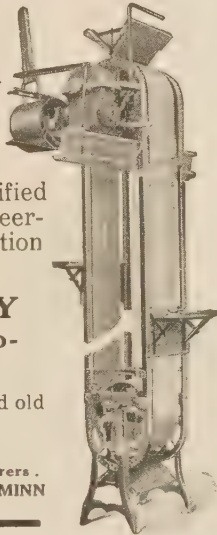
Endorsed and specified
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Adapted for use on all new and old
Elevators of this type.

Particulars on application.

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**FLOUR and FEED MILL MACHINERY
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PULLEYS, SHAFTING, GENERAL POWER TRANSMISSION
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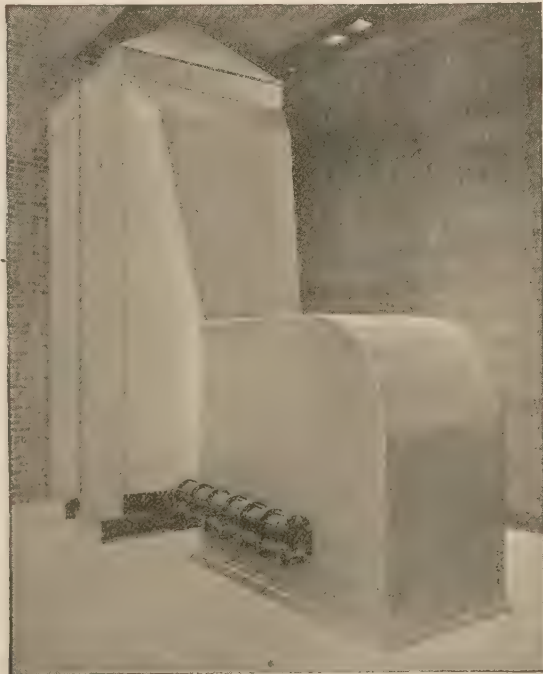
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A mill installation of a small
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Advanced Ideas

The main point of difference between the ordinary and the high class article is that the one embodies stationary and the other advanced ideas. Grain driers are no exception to the rule and if you are interested in a high class drying apparatus we would be glad to correspond with you.

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Postal Telegraph Building

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DRIERS

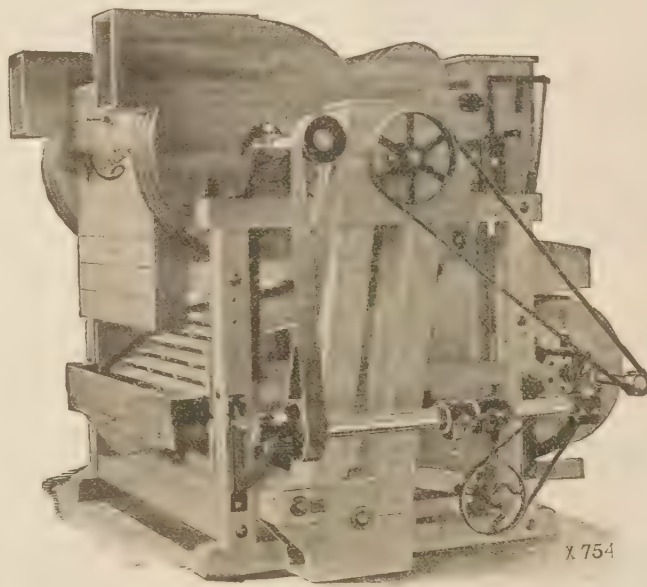
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Monitor Northwestern Separator

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Not only is the best machine for
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A monthly journal devoted to the elevator and grain interests.

Official paper of the Grain Dealers' National Association and of the Illinois Grain Dealers' Association.

Established in 1882.



Published on the fifteenth of each month by Mitchell Bros. Publishing Co., 431 So. Dearborn St., Chicago, Ill.

Subscription price, \$1.00 per year.

English and Foreign subscriptions, \$1.75 per year.

Established in 1882.

VOL. XXXVI.

CHICAGO, ILLINOIS, APRIL 15, 1918

NO. 10

The Blue Star for Business

Texas House Built to Take Care of Expanding Business at San Antonio—Military Camps Use Vast Quantities of Grain and Forage—New Elevator Equipped for Rapid Handling of All Grain

MILITARY activity around San Antonio, Texas, has undoubtedly hastened, although it has by no means been the sole cause for the recent increase in activity of that city's grain interests. Texas is making such rapid strides as a grain producing state that new facilities for handling the crop are inevitable. In 1916 Texas raised 131,100,000 bushels of corn; 13,200,000 bushels of wheat; 42,750,000 bushels of oats; and 10,575,000 bushels of rice. This is a staggering increase for the decade and the end is by no means reached. At San Antonio, however, due to more local causes, the situation called for immediate action and the Blue Star Elevator Company answered the call with a 200,000-bushel plant that was put into operation on November 1 of last year.

The company is capitalized at \$100,000, fully paid up, all of the stock being held by those who are active in the operation of the plant, even the laborers being encouraged to take a financial interest in the concern.

On January 15, 1918, the company was incorporated with V. R. Hood, president; J. W. Howard, vice-president; and W. H. Killingsworth, secretary and treasurer and general manager. The name adopted takes us back to the early 40's when Texas was an independent state after renouncing its allegiance to Mexico, and adopted the lone star banner as its emblem. About the first of last year plans were drawn for an elevator which was started about the first of April. The result is one of which the company can well be proud.

The new elevator is on the Missouri, Kansas &

Texas Railroad and is one of the fastest operating interior plants in the Panhandle State. It consists of a concrete workhouse and 17 steel storage tanks with a combined capacity of 110,000 bushels, and a concrete warehouse that will store 90,000 bushels in addition. The entire plant is fireproof so far as modern building knowledge can make it so, and has been able to classify for the minimum insurance rates for its class.

The equipment of the house is most complete. A car puller yanks the cars into place for loading or unloading. The grain is taken from the cars by a modern power shovel and dumped into the car pits where it is conveyed to the elevator legs of the head house. From the elevator heads the grain is distributed to the steel tanks which are 70 feet high and 12 feet in diameter; or it may go to the 1,500-bushel Eureka Cleaner which is equipped to handle corn, oats, milo, etc., with equal facility; or it may go to the air drier which is located on the outside of the plant, and then sent to storage.

The elevator is equipped with a Howe Hopper Scale of 85,000 pounds capacity; two Sonander Automatic Scales; a Howe Warehouse Scale, and a Fairbanks Platform Scale.

The receiving capacity of the house is about 20 cars a day, although its capability in this respect has not been tested to the limit as yet. In a few weeks when the new oat crop of Texas begins to move, this figure may be exceeded for it is expected that oats will be the leading grain handled by the house, both because they are plentiful in Texas and because such large quantities are re-

quired by the military authorities at the several camps surrounding the city. Mules and horses are very much in evidence still in war work, in spite of the great numbers of motor trucks engaged, for the experience of the past four years has shown that for certain work they can never be replaced, therefore the demand for oats, ground feed, and forage is insistent and without end.

The interior handling equipment for the grain in the elevator is very efficient. There are four belt conveyors; one over and one under the tanks; one from the unloading pit; and one under the warehouse, having a total carrying length of 280 feet, or 560 feet of belting. Belting is also used to carry the power which is derived from four electric motors having a total of 85 horsepower, the current being received from a central service station. This power drives the entire plant, taking care of an oat clipper, a corn scourer, and a corn grinding mill, besides the elevating and conveying machinery and the machines before mentioned. There are two loading spouts which have a capacity of 2,000 bushels of grain per hour.

The company is fully alive to the great emergency which confronts the nation and has installed very complete measures for protecting the plant against fire, both of internal and of incendiary origin. Dust is taken care of in the most approved manner, and the elevator and warehouse have fire extinguishers convenient for every emergency. An alarm box system gives automatic warning of trouble so that the city fire fighting force can be



THE BLUE STAR ELEVATOR AND WAREHOUSE AT SAN ANTONIO, TEXAS

instantly notified, and in addition, the plant is guarded by watchmen who are constantly on duty day and night.

A "FIELD DAY" IN TOLEDO

Recently the Toledo Grain & Milling Company broke one of its records—that of wagon-load receipts—when 250 loads of corn were hauled by farmers to the company's mill at Toledo, Ohio, in one day. The picture shows a part of the long



WAGON-LOADS OF CORN MOVING TO THE PLANT OF THE TOLEDO GRAIN AND MILLING COMPANY, TOLEDO, OHIO

line of wagons on this record-shattering day waiting to be unloaded at the mill. It is reproduced here through the courtesy of Joseph Wild of E. W. Wagner & Co., Chicago. Mr. Wild also "releases" the following interesting comments sent to him by E. L. Camp of the Toledo firm on the corn situation in general and corn flour in particular:

Referring to the comparison of No. 5 yellow corn at \$1.60 and milling wheat at \$2.20—in my mind No. 5 yellow corn is entirely too high and should be selling around \$1.10 @ \$1.20. My reasons for this are that No. 5 yellow corn is not a good milling corn and cannot make a good corn flour. It requires the best grade of corn and what we term "gradual reduction" same as in milling of wheat. A great many mills are not prepared to make corn flour. We are making a corn flour but it is not a choice grade as you will note by the samples we are sending you under separate cover.

Now, bear in mind that a great deal of off-grade corn is being made into corn flour as the people are ready to grab almost anything in that line. In fact, they have been, but the demand seems to be falling off slightly. It seems to mean but little to the trade whether the corn flour is choice or not. We are led to believe that so little of it has been used in the past that the people are not as yet educated as to what a good corn flour is like, but you will note in the comparison of the two samples what a difference it makes by gradual reduction.

This off-grade corn has been taking the place of the choice and apparently is giving entire satisfaction. In fact, we are not meeting with any complaints but it seems to us that when people are educated to the use of the flour, the quality will be considered.

We cannot help but feel that the price of corn is too high as in our immediate vicinity there are hundreds of farmers now husking their corn and it is arriving in the market in better condition than six weeks ago. The run of the worst corn is over and the corn we will receive from now on will be of better quality.

The writer was in Cleveland last Saturday and saw numbers of farmers in the field husking corn and from the information we get from our country points, find that there is yet a large amount to come on the market and as soon as the plowing and seeding of oats is over, we will have a big run, although at the present time we are getting a good deal.

THE English and French Governments have concluded an agreement with Argentina under which the latter undertakes to finance Allied cereal purchases up to the value of \$200,000,000 in gold.

FOOD ADMINISTRATION EXPENSES

The itemized accounts of the Food Administration filed with the Senate and House show that the total disbursements out of the Congressional appropriation for the month of February are \$148,688.53 on account of the Food Administration. They also show that, out of the \$50,000,000 invested by the United States in the Grain Corporation for the purchase and sale of wheat, flour, beans, etc., for the Allies and the Government, and others, \$105,922.75 went for general expenses, and \$137,749.86 for stor-

tion outside of the \$50,000,000 invested in the Grain Corporation, has, therefore, been \$1,697,337.41.

The above includes Federal expenses of the 48 different state administrators, the District of Columbia, Alaska, Hawaii, and Porto Rico, and some 3,000 city and county administrators.

The Food Administration has approximately 3,000 volunteers, giving the majority of their time to the work and approximately 2,340 paid officials. The expenditure, therefore, up to date, amounts to less than \$320 per person actively at work for the Food Administration.

Mr. Hoover himself and his first group of advisers are working for \$1 per year. They are all high-priced men who ordinarily command an income running into five, and in some cases six figures. But now the Nation needs them and they are proud to do what they can toward winning the war, practically for nothing.

FILLING A GREAT NEED

The American people have responded to the call of patriotism even when it entailed considerable sacrifice, but Chambers & Foote were so fortunately situated that they could make a highly patriotic undertaking at the same time very profitable.

When the director-general of transportation at last realized the seriousness of the corn situation and ordered cars to be supplied to the corn belt, there was on hand such a large amount of soft grain that heavy losses were in prospect unless the corn could be dried out with the greatest dispatch. With this in view Chambers & Foote took hold of the old tumbled down country elevator at Tuscola, Ill., and transformed it into a drying plant and transfer house in record time.

The contract for the construction work which was executed by W. E. Burrell & Co., of Chicago, consisted of remodeling the elevator, installing new Western Cleaners and Shellers, furnished by Union Iron Works, of Decatur, Ill., an automatic scale and all necessary conveying machinery and legs to receive, dry and re-ship grain.

The receiving equipment consists of receiving hopper pit, power shovel and 12-inch screw con-



TRANSFER ELEVATOR OF CHAMBERS & FOOTE, TUSCOLA, ILL.

February 28, has been, for salaries and expenses under the congressional appropriation, \$659,624.16.

The total disbursements on the conservation campaign provided by the President out of presidential funds show \$743,605.13 since the 10th of August, when the Food Act was passed, and \$294,108.15 prior to that date.

The total disbursements of the Food Administra-

veyor to receiving leg. The location of receiving pit and loading spout permits receiving of one car and reloading another at one time.

The drier, a Hess No. 3, is located alongside of the elevator and enclosed in Burrell standard drier house.

The plant is being run night and day and has a capacity of 3,000 bushels per day.

A Grain Elevator Tour in War-Time

No. 5—The Westwego Elevators

BY JAMES F. HOBART

ON A RECENT afternoon I went across the Mississippi River from New Orleans to Westwego, faced a rifle-armed guard of eight men with eight more in reserve for night duty, endless barbed wire entanglements, a battery of nine portable watchmen's clocks, and came back that evening at sundown, with a cracked rib and a smashed watch!

Even if the armed guard or the barbed wire, or the nine watchmen's clocks were not to blame for the cracked rib, it surely is sore all the same. Coming back from the elevators (there are two of them at Westwego, one with a capacity of 350,000 bushels, the other with a square 1,000,000 bushels) I had climbed the steep plankway which leads up the levee from the ferry boat, had nearly gained the top of the incline, had one hand in my pocket and had just taken out my watch with the other hand, when—snipe—went a long splinter which rose up from the plankway, caught under the left heel, and "bang" went I, all-asprawling, cracking a rib and breaking the balance pivot of my favorite bug-proof screw-case watch!

It hurt, too, and what was worse, a funeral procession was off the boat, the hearse just ahead of me, the mourners in hacks just behind and for a few minutes, I felt as though I would make an acceptable understudy for the gentleman at the head of the procession.

It will be remembered that when I first reached New Orleans, I became an inmate of a certain Spanish-American Hotel. I stayed there three weeks, lost 20 pounds of flesh, and—moved! Am now in a most excellent house with private family attachment, the lady of the house being descended from an Irish father, a Choctaw mother, and from a most wonderful cook somewhere along the line! By the way, that S.A. Hotel would baffle all the Hooverism which could be brought to bear upon it. In fact, it is "Hooverized" to the limit, all the time, and so are all the guests!

They have some fierce car service in St. Louis, but for the absolute limit in road beds, try the New Orleans Tchoupitoulas (chop-too-us) car line and one will never afterward complain about rough road beds. Certainly that holds the United States record so far as I have seen in my extensive wanderings.

I almost always carry a pedometer hanging in one of my pockets. Usually street car motion does not affect that instrument, but blamed if the 6-mile ride from Canal Street to the end of the Tchoupitoulas line—at splendid Audubon Park—didn't record nearly 8 miles on that "ped" which

was set for a 26-inch step! Going some? Yes, rather, and particularly up and down! The conductor might be much safer if he were lashed to a stanchion!

The direct way to reach the Westwego Elevators is by way of the Magazine Street car line and the Westwego Ferry. But I wanted to walk through Audubon Park, so took the "Chop-too-us" line to its borders and walked through the beautiful park, a fitting remembrance of the great naturalist whose name it bears.

Magazine Street has a name which surely brings up war pictures, armed elevator guards and such things. Seven miles' ride on that fine line, a quarter of a mile walk just beyond the park, from car line to river, a climb up and down a wide steep levee and you are on the Westwego ferry boat which makes a half-hourly trip across the river, and has for range marks on one shore, a couple of big dis-



HOOVERIZING PRODUCES A "PERFECT THIRTY-SIX"

port a fence 8 feet high with overhanging barbed wire "cornice." All along the water front many hundreds of feet of barbed wire had been lavishly used in the river and so disposed that a man approaching in a small boat would be utterly unable either to force his boat through, or to get through himself.

The long marine conveyor, built on the levee together with two long conveyors and sheds connecting same with Elevators "A" and "B," are all placed upon high trestles and brilliantly lighted so as to render plainly visible, anything or anybody which might come within seeing distance of the eight armed guards who patrol the premises every minute of the day and eight more who do the same at night.

Elevator "A" was constructed about 20 years ago and was at that time, the "last word" in elevator engineering. The structure contains some magnificent specimens of Louisiana's long-leaved pine which cannot be duplicated at the present day. The building is fully equipped with fire plugs and hose and has a well trained crew to back the fire fighting apparatus. The house also has a wet system of automatic sprinklers.

Elevator "B" is similarly constructed, but much more modern, having been erected in 1905. This structure is equipped with a "dry" system of sprinklers in addition to the underwriters' fire pump, always under steam, and the well-trained fire crew with its incessant weekly practice.

The two elevators must depend entirely upon their own force in case of fire. There is no outside protection to be had as in the city. No other men to help, for these elevators stand

completely isolated, save for the office, there being no other buildings save the ferry landing and its cluster of shacks, within seeing distance. Indeed, the nearest building might be well described in Long Island phraseology as: "Two looks and a holler away."

The elevators are fully cross-connected, the marine conveyor on the river front serving to carry grain from any portion of house "B" to any part of the marine loading berths. House "A" can deliver grain only to its own portion of the marine roadway, but house "B" can send its grain anywhere and everywhere.

In the rear of the elevators there is a carloading drip-shed, above which has been installed a modern belt conveyor, reversible and fitted to load cars or to transfer grain from one house to the other as desired, and via this conveyor, old house "A" is able to send grain to any portion of the loading or storage territory, via house "B."

The unloading sinks in house "B," particularly, have been made with very steep sides so that it is impossible for anything, even trash, to lodge thereon. These sinks hold about 200 bushels each and are



"THE NEAREST BUILDING WAS TWO BLOCKS AND A HOLLER AWAY"

tilleries, on the other shore, a pair of big grain elevators and an alcohol factory.

Just across the river, another stiff levee climb, then down again, across "The Company" Canal, along which the U. S. Government is constructing fine concrete docks, then across the canal swing bridge, over nearly a half mile of fine shell road and the Westwego Elevators are reached, the "B" house first, then the "A" house farther up river.

The office building stands across the smooth road, almost upon the levee, and overshadowed by the fine marine loading apparatus which stretches up and down the Mississippi far enough to berth three big ocean liners, and to load them all at the same time if necessary. But, alas, the elevator has a whole lot of wheat in it, about 750,000 bushels, and not a ship to load. The last one which was loaded was 14 days before this writing. "Give us ships and we'll give you grain" is the war-cry of all of the Mississippi elevators.

Walking past the large "B" house, I found a force of mechanics busy with the erection of a strong wire fence around the entire property. Posts 8 inches square were being closely set to sup-



INVALIDS DO NOT RIDE ON THE TCHOUPILOULAS LINE

equipped with 22-inch stitched cotton belts with 19x7-inch buckets bolted thereto. Precautions are taken to prevent grain from getting "lost" by attaching to each receiving elevator leg, by means of a chain, a distinctive punch, each of the four legs being fitted with a punch which marks 1, 2, 3, or 4, according to which leg is being used. The grain tickets are each numbered consecutively and a ticket or card is used for each carload of grain. Upon each card is entered all the data pertaining to that car and its contents, the initials, number, weight, name of consignee, etc., together with space for the insertion of the weight of grain, number of bin same is deposited in, etc.

A weighing scale is placed at each receiving leg and a similar punch attached to each scale, said punches being made to punch A, B, C and D, accordingly as the scales were connected with the several legs, scale A being located at leg 1, B, at leg 2, and so on.

All the weighing of grain is taken care of by the New Orleans Board of Trade, the Grain Weighing Department of that organization doing the weighing in every grain elevator in the city and its suburbs, therefore there is never any dispute about grain weighing matters in connection with any of the several elevators in the New Orleans district.

Each car containing grain, is also very carefully inspected by a Board of Trade inspector, who notes upon a printed chart, each and every defect found in each car, if any. Leaks are noted and marked upon an outline picture of a box car, and are also totaled in the "Exceptions" column. Each leak is marked upon the chart in as nearly its exact location as possible and remarks if any are needed, are added so as to make a very complete and accurate record of actual car conditions as found by the inspector. These marked cars are filed, together with the receiving cards, and form evidence in case of claim adjustments, which is hard to dispute.

The Westwego Elevators are particularly well equipped with grain cleaning machinery, each elevator, among other apparatus, containing two oat clippers, which machines I find, are largely used throughout this section. Grain drying is also fully taken care of. In fact, the power plant of the Westwego Elevators is at present being added to by the installation of a new 500-horsepower water-tube boiler in order that the boiler capacity of the elevators may be able to handle drying as required, and also have sufficient reserve boiler capacity that the necessary cleaning and repairs may be done without crowding the boiler capacity actually in use.

The renovating of smutty wheat seemingly has been brought to a state of great perfection in this elevator; the method used, being to give the wheat a dry shampoo with hydrated lime. Ordinary hydrated lime is used, the same kind as is employed in the building trades. The lime comes in paper sacks of 50 pounds each and about 14 sacks, or 750 pounds, of lime is used with each carload of 1,000 bushels of wheat.

The *modus operandi* is to place the smut-afflicted wheat in a bin as far from the cleaning machinery as possible; to mix the lime with the wheat and to send the mixture through as many conveyors, elevators, mixing machines and other devices as time and conditions will permit. The more, the better the mixture of grain and lime, and the more perfect will be the smut removal.

A simple little feeder, made up in the elevator, is used for bringing the lime and the wheat together in the desired proportion, then, the mixture, as stated, is sent through all the mixing and tumbling devices profitably possible, and finally is conveyed to the scouring machines where the lime seems not only to scour out the particles of smut, but also to act as minute scrapers which seize upon and drag forth from even the deepest crack or crevice in the wheat, the particles of smut which may be in hiding there.

"We can't get it all, I suppose," said the foreman of the elevators, "but we do get out so much of it that what's left does so very little harm that they can't find enough of the smut to figure into a percentage!"

The dust collecting apparatus in both these ele-

vators is ample. No use is made of the collected dust, which, together with the used hydrated lime, is blown into a box or chamber some distance down the levee and there abandoned. It is suggested that the used lime, which comes out so contaminated with dirt as to be almost as "black as your hat," possibly with the addition of a little phosphate rock or other chemical according to direction of the agricultural "sharps" should be utilized for a fertilizer and thus made a slight source of income—enough to pay for the time and labor of cleaning the wheat, at any rate.

I was advised that a pretty good test of the elevator grain-drying and "renovating" appliances was made some years ago when a certain vessel, loaded



A CASUALTY ON A STEEP PLANKWAY

below with corn and above with cotton, took fire in the river and the fire only extinguished after first flooding the corn in the hold, and practically sinking the vessel which was run ashore and scuttled.

After the fire had been extinguished and the cotton removed, the vessel was brought to the elevators, the wet corn "pumped out" and found to be swelled to the limit without its bursting. Furthermore, much of the corn had been blackened by ex-



THE GRAIN WAS GIVEN A DRY SHAMPOO

posure to the burnt cotton, until the mass of corn was a tough looking proposition, in fact so tough as to look hopeless.

"But we cleaned and dried the corn," said my guide, "so well that it was sold for more than three-quarters the price of good corn. We planted some of it and it sprouted, came up and grew all right. We did not bother to note how it bore, but we certainly succeeded in cleaning and drying "poisoned corn" in such a manner that it could be used for seed!"

Elevator "B" has its own electrical plant and the machinery in the elevator is given motion by a fine rope drive, 10 ropes, each 1 3/4 inches in diameter, and 150 feet vertically to the first pulley, being taken from the main shaft of the engine. I was shown this drive as a "curiosity." The 10 ropes formed two separate drives, five ropes in each,

with its own idler or "take up," both drives working upon the same pulleys.

"This drive has been running 17 years and has only been taken up three times," was the proud statement made to me as we stood looking at this fine bit of transmission.

"Yes," I replied, "and the drive looks good for 10 years more"—and it did!

CLEANING GRAIN AT A COUNTRY ELEVATOR

BY C. L. PACKARD*

About 10 years ago I started cleaning grain for seed. At that time our wheat contained only a few fine seeds, some sticks and straws, all of which could easily be removed with a very ordinary fanning mill. But it was not long before the wild oat came and multiplied so rapidly that the old mill would not clean our seed grain properly. Then came cockle, wild peas, kingheads, and mixtures of grain, which made increased demands on our cleaning machinery, and now this has become a vital part of our business.

A few years ago this dockage was considered of no feed value, but we figured we were saving considerable by saving the freight alone on it, but now it has a very great value, and the elevator company that gives this away is giving away a large part of what should enter into its profits.

In my experience, I have found only one fixed rule governing the best method used in cleaning grain. This rule is to give your cleaner proper attention. You cannot start your grain cleaner at 7 o'clock in the morning and go and leave it until noon and expect to have good results. I think it is true that some cleaners are better than others, but I am sure that the more attention you give any cleaner the better results you will get.

The first essential thing to have in cleaning grain is plenty of room in your elevator. Before we built our elevator I traveled for two weeks over North Dakota and Minnesota looking at various types of elevators, and I found that most of them do not have room for sufficient cleaning machinery. Some of them might be remodeled so they would do pretty well, but others should be torn down and rebuilt. If you are fortunate enough to be considering rebuilding, I would strongly urge you to make more room on your work floor than you expect to ever use, and you may possibly have enough. I am sure that you will make a great mistake if you try to crowd a lot of machinery into a small space.

It is necessary that I speak of the elevator that has plenty of room for the proper cleaning machinery. You say it costs too much to remodel or rebuild. Suppose you invest \$15,000 in a new building. The interest on this amount at 7 per cent for one year would amount to \$1,050. There are many advantages aside from the cleaning end of it that will help if not entirely pay this interest every year. But I shall try to show you how cleaning will pay for it and also leave you a good profit.

In these war times everything costs so much that it does not pay to throw away anything. We even save the dust from our cleaner, by blowing it into a dust house large enough to contain one carload. This dust is just the same kind of dust and chaff that you see scattered along the track in front of most elevators that clean grain. It is not only a dangerous thing to have scattered around your elevator, but also a very untidy thing, and today it is a material loss to you. One carload of this dust will bring you \$500 today. Worth saving, isn't it?

The manager of the average country elevator will tell you that he does pretty well if he reduces the dockage on his wheat from 10 per cent down to 4 per cent, and possibly he does not find that he can do even this well in threshing time when grain is coming in with a rush. He says that he does not want to take more time to clean the wheat because he would have to turn some away from his elevator. I have used this very logic myself. But with my present equipment I can reduce the dockage from 10 per cent down to 1 per cent even in the busiest threshing

*An address delivered at the recent convention of the Farmers Grain Dealers Association of North Dakota.

time. Now, let us see what this difference between 4 per cent and 1 per cent for each bushel would amount to this year; 3 per cent of 100,000 bushels, no great amount for a Farmers' Elevator to handle in a year, is 48 tons. This would net you approximately \$45 per ton, making a saving of \$2,160.

If you have a modern elevator you will have a large number of bins, and then you can keep your wild oat screenings separate from your fine seeds, making both more salable. Then you can separate your fine seed screenings into four parts, with a spiral mustard machine. I have a carload of mustard from this crop, and you all know what a carload of mustard is worth on the market today. Later I shall go into details along the seed line, but here I wish to state that you can make about \$2,000 in February, March and April in the seed business. And this is a time that is very quiet for the ordinary elevator company. Taking a total of all these items which you would gain by having a modernly equipped plant we find that it amounts to approximately \$7,000, an item worth considering.

Some elevator companies in neighboring towns have been misinformed as to the manner in which I clean grain for the farmer. I do not return his screenings in threshing time at all, and not all of them even after threshing is over. However, when grain is moving slowly I do clean for the farmer at a charge of 2 cents per bushel, and return the screenings to him. I find that it is possible to get satisfactory results only by returning the same screenings I take out of his grain. I determine the grade and dockage from the sample I secure as the grain is coming from the cleaner, and buy this grain just as I do any other. Our new elevator was not completed until threshing was nearly done last fall, and still I have shipped four big carloads of screenings, which fact shows that we do not return all the screenings to the farmer.

Cleaning grain for seed is one of the most profitable side lines for a country grain elevator if you are equipped to give the best of service. I find that the farmer is willing to pay a good price for good value. At the present time I am running day and night most of the time cleaning seed for the farmers. The fanning mill is a novelty in our community. You will usually have to go a long way if you even wish to borrow one from your neighbor. It is too expensive for the farmer to install the best equipment for this purpose, and he is glad for the opportunity we offer him to clean his grain. Separating wild oats, cockle, barley, wild peas, etc., from wheat requires good machinery. We use a gang machine in combination with an apron oat machine for separating barley, oats and fine seeds from wheat, and charge 3 cents for this. Then we pass it through our grader and cockle cylinders which removes all the cockle, and separates it into four grades. We charge an additional 5 cents for this operation. We can deliver back to the farmer any or all of these grades as he chooses. I have a miniature grader in my office which I used to make a sample separation on 1 pound of his grain. I weigh each grade and tell him the exact percentage of same, and then he tells me how much he wishes to keep for seed. It requires considerable time taking care of this part of the work, but I find that it is very satisfactory to the farmer. He knows what to expect and then we always try to come up to this standard.

You say 8 cents per bushel is a big price to charge for cleaning grain for seed. But it is up to me to prove to the farmer that he is getting value received. Of course the ordinary way would cost him 3 cents per bushel, and the question is, "Does it pay him to pay this additional 5 cents?" According to my records the average discount I have received for wheat on this crop has been 5 cents for cockle, and 4 cents for mixtures of barley in wheat or spring wheat in durum. If you sow one bushel of wheat you may reasonably expect to harvest on an average 10 bushels. Now suppose you get 9 cents more for each of these 10 bushels, this would make a gain to you of 90 cents. With this condition it is not at all difficult to persuade the farmer that it pays to pay the 5 cents extra for this work.

There is another advantage in sowing plump seed

grain. The following is the result of an experiment made by the Minnesota Experiment Station. For three successive years they planted nine plots of wheat with seed varying in plumpness. Seed of 40 per cent plumpness gave an average yield of 23 bushels per acre; seed of 80 per cent plumpness an average yield of 35 bushels per acre, a gain of 12 bushels per acre in favor of the plumper seed. This is worth considering, is it not?

If you clean and grade up your grain properly you will see the results next fall, and you will feel that you are doing your bit to aid Uncle Sam in producing a better and bigger crop, which is the most important part we can take in this great war.

ONE OF A DOZEN

The transformation from dry to irrigated land which has been going on rapidly in Colorado and surrounding states the past few years has resulted in a number of important changes. It has attracted new capital and new enterprises, and caused small truck farming to be succeeded by the growing on a very large scale of barley, rye and wheat. This has made elevator capacity necessary and the Burrell Engineering & Construction Company of Chicago has just completed 12 country elevators



NEW CONCRETE ELEVATOR AT WALKER, COLO.

at points in Colorado and Idaho similar to the one shown in our illustration.

All of these elevators were built for the Colorado Milling & Elevator Company of Denver, Colo. The house which we describe is located at Walker, Colo., and its 10 bins afford a capacity of 50,000 bushels. It is concrete throughout with one 2,000-bushel per hour leg, automatic scale and Prinz & Rau Grain Cleaner. Power is furnished by electric motor. A number of the elevators have warehouses, fitted out with machinery for grading and cleaning seeds which the milling company handles in very large quantities.

WHEN ARE NEW ELEVATORS UNPATRIOTIC?

The State Defense Council of Indiana recently took under advisement the question of building new elevators at stations that are already supplied. Samuel Egley of Geneva, Ind., who owns a mill and elevator there, had told the council at a meeting at the State House of a co-operative company being organized by a Fort Wayne man for the construction of a new elevator at Geneva.

Mr. Egley said there were two elevators at Geneva already, there was an elevator five miles south and one a few miles north, yet a new one was about to be started. Mr. Egley said he offered to sell his elevator to the co-operative company and agreed to have the price arbitrated, but the promoter said a modern elevator was desired. Mr. Egley further said that the promoter got \$2 for every farmer

member he induced to join the co-operative company.

The State Council, on motion of Evans Woollen, voted to refer the matter to the Adams County Council of Defense and to send to the local council a statement of policy agreed upon some time ago that neither private nor public enterprises should be undertaken unless they would promote the interests of the war.

FARMERS MUST DELIVER WHEAT

No general order requisitioning wheat has been sent out by the Food Administration. The various State Food Administrators in the wheat states have been instructed—in order to enable the continuous shipment of wheat to the Allies—to appeal to farmers in the Middle and Southern States, that they should market their residue of wheat after seed requirements by May 1, and in the extreme northern states by May 15.

The attention of the State Administrators has been called to the many reports from loyal farmers of German farmers refusing to market any of their wheat. Administrators have been asked to investigate such cases and to direct such persons to at once market their wheat. No publicity will be given to individual cases unless they should refuse this specific direction and it should become necessary to requisition such parcels on behalf of the Government.

THE COMPROMISE CONFERENCE

The conference of grain shippers called by H. L. Goemann, chairman of the Transportation Committee of the Grain Dealers National Association, to formulate an agreement by which losses of grain in transit could be compromised between shippers and carriers without taking each case to the courts, was held in Chicago last month.

It was pointed out that the common law held carriers responsible for delivery of all the grain received and that the courts did not consider natural shrinkage nor variation in scales, but the cost of legal collection for claims was so excessive that a compromise was preferable.

Three plans were discussed. C. J. Austin of New York stated that the Pennsylvania Railroad tariff rule was satisfactory to the eastern interests. This rule is, in effect, that on clear record cars the carrier will be responsible for all grain less $\frac{1}{4}$ of 1 per cent; the carrier to pay in full all loss on cars showing evidence of leak. W. R. Bach, attorney for the Illinois Grain Dealers' Association, presented the Illinois plan which was alluded to in the report of the Interstate Commerce Commission in Docket No. 9009, and which in substance was the same as the Pennsylvania tariff rule. C. B. Riley, secretary of the Indiana Grain Dealers, presented their plan, which was similar, but further provided that when the bill of lading is issued the weight represented by the bill shall be announced or signed by the carrier's agent at the shipping point; and further that when there is apparent loss from clear record car, it is required in view of the deduction concession that the shipper shall have access to the private record of the movement of the car.

J. S. Brown of the Chicago Board of Trade made a motion that a committee of 11 be appointed to consider Docket No. 9009, and report by 4:00 p. m. with a proposition for the settlement of claims. The following committee was appointed: N. A. Feltus, Minneapolis; C. J. Austin, New York; G. S. Henderson, Baltimore; H. G. Wilson, Toledo; H. T. Clarke, Omaha; G. A. Wells, Des Moines; C. B. Riley, Indiana; H. B. Dorsey, Texas; W. R. Bach, Illinois, and J. S. Brown, Chicago.

At the appointed time this committee reported and recommended that a committee be appointed to represent this conference at a conference to be held with representatives of the carriers at a date and place to be named. The recommendation was adopted and the following committee appointed: C. J. Austin, New York; J. S. Brown, Chicago; H. A. Feltus, Minneapolis; W. R. Bach, Illinois; H. T. Clarke, Omaha; Clifford Thorne, Iowa; G. A. Wells,

Iowa; H. B. Dorsey, Texas; C. B. Riley, Indiana; C. M. Hardenburg, Kansas City; C. F. Prouty, Oklahoma; H. B. Mercer, Minneapolis; Lee Callahan, Louisville; C. D. Jones, Nashville; and such representatives of the Farmers' Grain Dealers' Association of Illinois or the National Council of Farmers' Elevator State Associations as shall be recommended by Clifford Thorne.

LICENSED INSPECTION POINTS

The following list shows the grain markets by states at which there is a Federal licensed inspector:

State.	Inspection points.	State.	Inspection points.
Arkansas	*Little Rock.	Minnesota	Duluth.
California	Los Angeles.		*Mankato.
	Port Costa.		Marshall.
	San Francisco.		Minneapolis.
	South Vallejo.		New Prague.
	Stockton.		New Ulm.
Colorado	Denver.		Saint Cloud.
Florida	*Jacksonville.		Saint Paul.
Georgia	*Atlanta.		Sleepy Eye.
Illinois	*Alton.		Waseca.
	Cairo.		Winona.
	Champaign.	Missouri	Kansas City.
	Chicago.		Saint Joseph.
	East St. Louis.		Saint Louis.
	*Kankakee.		Sikeston.
	Pekin.	Montana	**Bozeman.
	Peoria.	Nebraska	Fremont.
	*Sheldon.		Lincoln.
	Urbana.		Omaha.
Indiana	Evansville.		Superior.
	*Hammond.	New Jersey	Hudson County.
	Indianapolis.	New York	Buffalo.
	New Albany.		New York (har-
	South Bend.		bor of New
	Terre Haute.		York; Queens,
	Winchester.		Kings, and
Iowa	Burlington.		Richmond
	Cedar Rapids.		Counties).
	*Clinton.	North Dakota	Fargo.
	Davenport.	Ohio	Cincinnati.
	Missouri Valley.		Cleveland.
	Sioux City.		Columbus.
Kansas	Abilene.		Fostoria.
	Atchison.		Mansfield.
	Clay Center.		Toledo.
	Coffeyville.		Troy.
	Hutchinson.	Oklahoma	Enid.
	Kansas City.		Oklahoma City.
	Lawrence.	Oregon	Portland.
	Leavenworth.	Pennsylvania	Philadelphia.
	Salina.		Pittsburgh.
	Topeka.	Tennessee	Memphis.
	Wellington.		Nashville.
	Wichita.	Texas	Dallas.
	Winfield.		Fort Worth.
Kentucky	Henderson.		Galveston.
	Louisville.		Port Arthur.
	*Paducah.		Sherman.
Louisiana	Amesville.		Wichita Falls.
	Chalmette.	Utah	Salt Lake City.
	Gouldsboro.	Virginia	Newport News.
	Gretna.		*Norfolk.
	Harahan.		*Portsmouth.
	Harveys Canal.		*Richmond.
	New Orleans.	Washington	Seattle.
	Westwego.		Spokane.
Maryland	Baltimore.		Tacoma.
Massachusetts	Boston.	Wisconsin	La Crosse.
Michigan	Detroit.		Milwaukee.
	Grand Rapids.		Superior.

*Inspector holds license for shelled corn only.

**Inspector holds license for wheat only.

†Inspector's license suspended.

ARBITRATION DECISIONS

Several arbitration decisions have been handed down by Arbitration Committee No. 1 of the Grain Dealers National Association. The first was a claim of \$293.73 made by the Parker Corn Company of Kansas City against Carter, Venable & Co. of Richmond, Va. The claim was for loss sustained on a car of oats shipped by plaintiff. The sale was made through a broker but neither party confirmed the terms of sale. Other transactions had been concluded between the parties on basis of arrival draft, but on the car in question a sight draft was proffered and refused, and defendants claimed that this was in violation of contract which was therefore void. As there was no contract confirmed the decision was based upon the standpoint of injuries, and

the committee found for the plaintiff and ordered defendant to pay claim and interest as well as cost of arbitration.

* * *

The Albers Commission Company of Omaha claimed \$32.17 from S. C. Bartlett & Co. of Peoria, the discount on two cars of corn. Cars were received on July 1 and plaintiffs were notified of grade and discount. On July 7 they asked for reinspection but the cars had been unloaded. As the plaintiffs did not give prompt disposition of the cars as required by the rules the committee found for the defendants.

* * *

Taylor & Bournique Company of Milwaukee sold five cars of oats to the Globe Elevator Company of Buffalo. "Shipment to be made this week." Written in the contract was a clause: "Should shipment not be made within the time specified we are to have the right to make shipment thereafter until you give us notice to the contrary." The contract was dated August 7, and on August 14 the cars were shipped but drafts were refused. As the defendants had failed to notify the Taylor & Bournique Company not to ship after contract time, the committee

Grain and Hay for the Circus

The Touring Shows Add Considerable to the Revenues of Country Grain Dealers Along their Route of Travel

BY FELIX J. KOCH

AS a general thing, it is a long, long way from the quiet barn and meadows, in which the American thresherman may stack his grain and the busy show-lot,—sometimes at the other end of the continent,—at which some great circus or Wild West Show may perform. But when all is said and done, the circuses and itinerant hippo-

found that it pays to buy as much as possible in the locality where they may be showing, thus leaving some of the money taken in behind them and promoting good feeling for the next visit in turn.

Moreover, the circus does not always get the best—from ledger results—of this bargain. Four weeks ahead of the circus travel its advance men, scouring the route. They come to the given show-place in due course and there make their contracts for the very best grade of hay. They have to take prime qualities only, for the hay-eating animals of a circus are costly and it would be bad business, indeed, to risk them for the sake of a few dollars' difference in hay.

Just for instance: A single circus, with headquarters near Cincinnati, now carries sacred cattle and yak, Philippine buffalo and llamas and the nilgai; some five different varieties of antelope, zebra and bison as well. Then there are eight camels and a herd of elephants to be provided for; all these of the menagerie alone. Despite the fact that in the big cities the average circus-goer walks rather hastily through the animal-tent here, in the country towns people have been educated up to expecting a menagerie, and a circus without such would fail.

But that is only one section of the circus-equipment which requires the hay. When the circus is on the road, 300 horses, 80 to 90 ponies, and five elephants must also be fed.

So great is the expense connected with all this that, in the autumn, the circus-proprietors find it



ON A CIRCUS LOT, SHOWING GRAIN AND HAY IN BACKGROUND

dromes may be accounted among the grain dealer's best clients.

In fact, it is only if you chance along when a great circus is first making camp on the site and can watch the manner of preparation of the food for its herds, that you realize just what sales must mean here. Horses upon horses, coming off the train parked nearby, are utilized to drag great bales of hay along. These bales are then stacked, for the time being, along the show-lot. Just beyond, groups of hostlers do the mixing of other grain-foods. One such group spreads a canvas and mixes on this over 200 bushels of oats, with about double that quantity of bran, at a time, to form the compound rations required. All in all, a single circus will utilize 2,400 pounds of bran-mash daily for its horses only. And there are innumerable other wild things to be fed.

Nor is all this purchased at outset of the season's journey and at rates corresponding with the scale of sale. Instead, circus-managers have long since



HOW THE CIRCUS IS CARRIED



FEEDING TIME FOR THE CAMELS, ELEPHANTS AND ZEBU OF A BIG CIRCUS

cheaper to sell their draught-animals—buying anew in the spring—than it would be to feed them over the winter; unless hay is exceptionally low.

But when this hay is purchased in carload lots often the sellers take advantage of the circus being there but a day and will ship in a poor quantity of

is sometimes hard to do. It seems unfair to the circus-management that this should happen, for a single large circus—the Cincinnati concern—spends from \$3,000 to \$5,000 in every town where it shows.

Even at winter-quarters the matter of hay and grain is an item. It is bought in carload lots and

of hay; sacred cattle from India indulge in the food, no matter how cold the weather. But the hay must be there for the eating, and that means that someone must supply.

Therefore, the hay and grain dealer keeps close on the trail of the big, modern circus, and after the



BRINGING A BALE OF HAY TO THE LOT



MIXING GRAIN FOR FEEDING STOCK

feed. In one or two places this was actually so bad that the horses would not eat it. In another place it consisted of a prairie-grass that caused an epidemic among all the live-stock.

If, of course, the circus bought all its hay from one place, as it does its meat for the circus-folk, the blame could be placed. As it is, though, this

sent to wherever the show may be hibernating. When the elephants are in winter quarters they, alone, eat up a menu costing \$150 a week; for the five giant pachyderms have good appetites always.

Often the animals are fed right out in the open, in the snow itself, although one would suppose that the cold might kill them. Camels nibble the bales

show has departed and the bill has been paid is quite ready to sing and regret that such day comes round but once in the year.

The pictures serve to show some of the uses of hay and grain with the shows on the road and, again, in winter-quarters near Cincinnati. This is but one of many such outfits in the country.



ARISTOCRATIC AND PLEBEIAN MEMBERS OF A CIRCUS ARE ALL HEARTY CONSUMERS



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This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

Official Paper of the Grain Dealers' National Association and of the Illinois Grain Dealers' Association.

Chicago, April 15, 1918

United in the Service of Our Country

A QUEER ANOMALY

OF LATE years we have come to consider the world as being a comparatively small, neighborly place, even the remote corners being within easy access of the centers of population. But the war has disjointed proportions in distances as in most other things, and economically Australia has been removed as far from England as the well known moon. Great Britain and its Allies are making desperate economies in food while Australia is fairly bulging with it. ¶ In New South Wales alone, which produces about one-third of the wheat output of Australia, there is a present surplus of 70,000,000 bushels on hand and a new crop being harvested, estimated at 40,000,000 bushels. With America and Europe bending every effort to increase their crops, New South Wales at a recent conference of representative men, appointed a committee to go thoroughly into the advisability of raising more live stock and decreasing the wheat acreage. Even the new elevator storage that has been authorized by the Commonwealth, about \$12,500,000 having been appropriated for the purpose, will not begin to take care of the surplus wheat, and the losses from the grain piled in the open are enormous. ¶ Some wheat has come to this country from Australia, but the ocean tonnage on the Pacific is so limited as to make shipments almost negligible in decreasing the supply. The Gov-

ernment guarantees farmers a certain price for their wheat, but if it cannot be used this guarantee would have to be abolished. By discontinuing the guarantee the question of acreage would be solved automatically for no farmer would plant a crop for which there was no market. The whole question finally resolves itself into the problem of ships.

THE FARMERS COME THROUGH

SENATOR GORE, who threw his \$2.50 monkey wrench into the Food Administration machinery, stated that a \$2.50 guarantee for wheat was necessary to insure a normal wheat acreage. The winter wheat farmers have given Senator Gore the lie by planting the largest winter wheat acreage ever seeded in this country. Northwestern farmers are working hard getting spring wheat into the ground, and indications are that a normal if not a record acreage will be put in. This pretty effectually disposes of Senator Gore's argument. There remains, then, only the sad conclusion that there are men in the United States Senate who will play politics at the expense of the nation, even when she is struggling in the greatest crisis in her history, and when every element of our complex organization should be working in the closest harmony. It would be worth the cost of war if the farmers would show some of our benighted political traders that their votes would go to the man who did most to further the interests of the nation without fear or favor of any party, section or class.

THERE OR HERE

HE said he wasn't going to buy a Liberty Bond. His business was just about ruined and his grain office and organization expense was almost a total loss. He was one of the smaller dealers in a terminal market and had built up a nice little business in milling wheat. You can imagine how flat the Food Administration regulations knocked him. He wasn't going to buy a Liberty Bond because he felt he couldn't afford it. And besides, he had made, or had been subjected to as great a sacrifice as any man should be called upon to make; his business gone and his oldest son in France fighting with the Canadians, that was enough. ¶ Then the son came home, wounded; he may always limp a bit. That night after the mother and younger children had gone to bed, father and son sat talking. The boy hadn't had much to say of the war; plenty about his return trip and how good little old "Liberty" looked to him when they reached New York. ¶ "Is it true, son, the stories they tell of Hun atrocities?" the father finally asked. ¶ "They haven't told much, father, they couldn't. I have seen"—he covered his eyes with his hand for a moment—"I have seen little children with their hands cut off. I have seen them made blind by bombs attached to toys left conspicuously in the ruins of evacuated villages, where they knew they would be picked up by the children of returning peasants. I have seen a great hospital full of innocent French girls, unwilling mothers of German babies. I have

seen—father I couldn't believe it if I hadn't seen it—In a general advance one morning we entered a small village just as the Fritzes were leaving. I looked into a butcher shop for stragglers and there, suspended by meat hooks through their throats were nine little French boys. Father," the boy continued, "that's the thing that is coming to America unless we crush it in France. They have planned to come, planned it long before we got into the war. They knew it in Europe all the time and wondered at our blindness. We've got to put all we have over there or they will take all we have here." ¶ The father took out a circular, a subscription blank for Liberty Bonds. He started filling it in with the boy in khaki looking over his shoulder. "For how much, son," the older man asked looking up. ¶ "For all you have, father. It's to the death you know. You won't need it if we lose. And when we win, as we will win if we have your support, your money is safe. For all you have."

SPECULATION OPEN

THE lid has been taken off the speculative market with the exception that no trader can hold more than 200,000 bushels at one time. Many of the markets have changed their contract grades to permit a larger volume of deliverable grain. No. 4 mixed corn is now the contract grade at Chicago, but the moisture will have to be reduced to 15½ per cent. So much of the corn this year has excessive moisture that drying has become a routine part of the process of handling and the No. 4 mixed grade, with the moisture content thus provided for, will amplify the contract volume very materially. Trading will be permitted on a three-month basis. The maximum of \$1.28 on May corn will hold, and contracts for April or May delivery cannot be spread to June and July delivery. In short April and May contracts will have to be closed in those months on the maximum basis. If the market gets out of hand through speculation, trading will be stopped entirely, instead of resorting to the maximum price expedient.

NEW RULES FOR HANDLING WHEAT

MANY replies were received in response to our editorial last month: "Wanted—A Better Plan." Some of them appear in this issue, but most of them were in commendation of the spirit of the editorial rather than offering plans for betterment, and these we have not printed. ¶ The entire subject will be canvassed at the mass meeting called by the National Association at Kansas City on May 6-7, notice of which appears on another page, and it is certain that a thoroughly representative gathering of all elements in the trade will attend. The call is opportune, and the deliberations of the meeting will undoubtedly have weight with the Food Administration. ¶ The wheat regulations have been severe on both country shippers and terminal market operators. They were justified last year because of the chaotic condition of the markets and the shortage of wheat at the time they were put into

effect. But neither of those conditions longer exist and if any regulation at all is necessary now, it will only be along the lines that coarse grains are controlled, and perhaps in respect to export. The importance of the meeting warrants the attendance of every dealer who can possibly be there.

COMPULSORY MARKETING ORDER

GERMAN farmers have been reported to be deliberately holding their wheat because they know the Government is in sore need of every bushel. We have fallen far behind in the amount we promised to send to our Allies, and as a consequence the bread ration of the French soldiers has had to be reduced. ¶ The various price raising bills that have been introduced in Congress have raised a false hope in many minds that they could get some 30 cents more for their wheat if they held on to it. The man who will sell out the honor of our Government for 30 pieces of copper hasn't much on the professed German sympathizer. Both are giving aid to the enemy. They are given till May 1 in the South and May 15 in the North to disgorge. After those dates we will have a good line on the farmers who are aliens in spirit, either through ties of blood or through selfish greed. Congress would probably never have issued such an order, but Mr. Hoover has no fear of the rural vote and can do what is necessary and right. More power to him.

NEW TRANSPORTATION

TRAFFIC congestion is stimulating the development of new lines of transportation service which will be of permanent benefit to the country even after the present crisis is passed. These new forms are the motor truck and the canal barge. ¶ It may sound paradoxical to call the latter a new agency of traffic, inasmuch as it was the chief factor in transportation in this country before the advent of the railroads, but so far as this generation is concerned, for the greater part of the country the canal boat is a distinct novelty. David Harum, you remember, related that at a dinner of captains of industry in New York, at a sudden call "low bridge" all but one or two ducked their heads, showing that at one time or other they had all worked on canal boats. But the younger generation of business men know more about auction bridge than about "low bridge," and they will greet the canal boat as a new comer along with the truck and trailer. ¶ When the railroads were being built into new territory and rates were high, canal and river transportation competed so successfully that it ended with a war to extinction and the railroads won. Now they realize that the canal and river boats, instead of being rivals, are feeders for the railroads. There may be one or two exceptions to this, but for the most part the roads are giving every encouragement to the development of water transportation. ¶ The truck and trailer are only held in check as important adjuncts to our transportation system by the abominable condition of our highways. Europe would have to turn back the pages of its history more than 100 years before it reached con-

ditions on its roads anywhere near comparable to ours, and since the days of the Roman Empire the trunk highways in Europe and Great Britain have been remarkable. The development of the motor truck in this country has been much more rapid than in Europe, and in spite of our great handicap of road conditions, we will far outstrip the older countries in the utilization of this important factor in traffic. Motor truck usage for interurban and interstate transportation keeps a full lap ahead of the development of the roadbeds, and when our highways are fully equipped the motor and trailer trains will be as common as a freight engine at every country point. ¶ Both water and highway transportation will have a distinct bearing on the future trade in grain and will be important factors in saving much of the crop that is now ruined by heating in bins or in cars because of the limitations of railroad service.

NEW WHEAT AND CORN GRADES

THE Department of Agriculture on April 13 promulgated new grades for wheat and corn which will go into effect on July 15. The wheat grades are quite different from the tentative grades announced last month, and the most serious objections heard at the various hearings have been fairly met. The moisture content ranges from 14 to 16 per cent in the spring wheats and from 13.5 to 15.5 per cent in the winter varieties. Weights have been reduced somewhat and the mixtures and foreign material requirements are more lenient than in the old grades. ¶ There will undoubtedly be a feeling of relief throughout the grain trade that the many years of labor by the Office of Grain Standardization has not been discarded utterly, as would have been the case had the tentative grades been adopted. The new grades will prevail this year at least and may be permanent if they are found satisfactory. Every dealer should become familiar with them at once.

WINTER WHEAT

FAVORABLE weather from now on will put winter wheat over the top according to the Government report issued on April 8. There is a promise of 560,000,000 bushels. The acreage seeded last fall to winter wheat was the largest that this country ever put in, 42,170,000 acres, but the fall report gave a condition which was the lowest on record. The heavy snows which prevailed generally through the winter over most of the wheat belt, saved the largest proportion of the crop known from winter killing. Normally there is a loss of nearly 6 points in condition between December 1 and April 1, but this year the decrease is seven-tenths of 1 per cent. ¶ Spring wheat seeding in the Northwest is going on under most favorable circumstances and with an average year of weather it is hoped that the total wheat crop will reach 850,000,000 bushels. This will compare with last year's crop of 651,000,000 bushels. ¶ Rye will help out these bread grains. According to present condition there will be a yield of 86,000,000 bushels, 26,000,000 bushels more than last year, which was a

record crop. A total of 6,110,000 acres has been seeded to rye and the condition on April 1 was 85.8, compared with 86 last year.

EDITORIAL MENTION

A Liberty Bond is the safest 4¼ per cent investment in the world, and it is invested to insure safety for all we have.

Lake navigation is expected to open at least a week earlier than last year when boats were tied up by ice until April 21.

When the boys come back from France, can you look them in the eye and say: "I did my best." A bond will make you feel better when that time comes.

Grain lost in transit can never be recovered, even if the railroad allows your claim. A car liner will protect you against loss and will save the food of the nation.

A source of great saving could be made in many terminals if arrangement could be made for definite inspection tracks. Not all markets could be made perfect in this regard, but all could be improved. Terminal congestion is the reason for the greatest delay in car movement.

It is easy to make yourself believe that your little hundred dollars won't make any difference in the Liberty Bond campaign one way or another. But \$100 will feed a soldier for eight months; it will give him 43 hand grenades against a rush of gray-clad Huns; it will clothe an American boy in a complete khaki outfit.

A recent investigation showed that it cost \$5 per ton to raise hay in Steuben County, N. Y., and \$6.10 in Washington County, Pa. One and a half tons per acre were produced. Hay is now selling at from \$23 to \$26 in those states at present so that hay farming looks like a profitable business.

Kansas is being invaded by North Dakota members of the Non-partisan League in an effort to effect the same sort of political organization in the Sunflower State. They are not receiving much encouragement from the elevator companies we have heard express themselves on the subject.

Dr. J. W. T. Duvel has gone to Australia to determine the advisability of importing wheat from that country. There is an exportable surplus of 150,000,000 bushels in Australia, and our Western Coast is the most available outlet for it. But much of the wheat has been in storage for over a year and is badly infested with weevil and mice. The latter are said to carry a certain parasite which causes a disease in man similar to ringworm. The stories of this infestation may be exaggerated, Professor Lefroy, member of the British Wheat Commission, now in Sidney,

says that the weevil menace has been conquered, and we can depend on Dr. Duvel to judge whether or not the wheat should be brought to this country in large volume. Some of it has already come to our Western ports, but not enough to do much damage even if the grain were infested.

Passenger service on railroads has been cut materially to provide more power for moving freight. The pleasure of traveling has been considerably reduced, but the number of passengers carried is greater than ever. But who wouldn't sleep in an upper berth, or even sit up all night, if he knew that his discomfort meant more grain cars on the move?

Over 880,000 tons of lake shipping has been sold by the railroads, most of it for ocean service, since 1914, by order of the Interstate Commerce Commission. This shortage has been felt keenly by lake shippers and has thrown an additional burden on the railroads. Until the ocean shipping demand is fully met, which will not be as long as we have soldiers in France, there can be little relief.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912

of "American Elevator & Grain Trade" published monthly at Chicago, Ill., for April 1, 1918.

State of Illinois, County of Cook, ss.—

Before me, a notary public in and for the state and county aforesaid, personally appeared A. J. Mitchell, who having been duly sworn according to law, deposes and says that he is the business manager of the "American Elevator & Grain Trade," and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, printed on the reverse of this form, to-wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:

Publisher—Mitchell Bros. Pub. Co., 431 S. Dearborn St., Chicago, Ill.

Editor—Richard Pride, 1352 Norwood St., Chicago, Ill.

Managing Editor—Newton C. Evans, Evanston, Ill.

Business Manager—A. J. Mitchell, 4820 Kimbark Ave., Chicago, Ill.

2. That the owners are: (Give name and addresses of individual owners, or, if a corporation, give its name and the names and addresses of stockholders owning or holding 1 per cent or more of the total amount of stock):

A. J. Mitchell, 4820 Kimbark Ave., Chicago, Ill.

A. H. Mitchell, 4820 Kimbark Ave., Chicago, Ill.

M. W. Mitchell, 506 M St., N. W., Washington, D. C.

M. B. Mitchell, Ottawa, Ill.

John E. Bacon, 818 Wilson Ave., Chicago, Ill.

3. That the known bondholders, mortgagees and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages or other securities are: None.

4. That the two paragraphs next above, giving the names of the owners, stockholders and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, if given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

A. J. MITCHELL,

Business Manager.

MICHAEL J. O'MALLEY, Notary Public.

(Seal.) (My commission expires March 8, 1920.)

Sworn to and subscribed before me this 20th day of March, 1918.

Order Establishing New Grades

Wheat and Corn Receive New Grades to Go Into Effect July 15, 1918

PURSUANT to the authority vested in the Secretary of Agriculture by the United States Grain Standards Act, approved August 11, 1916 (39 U. S. Statutes at Large, page 482), I, David F. Houston, Secretary of Agriculture, do hereby fix, establish, promulgate, and give public notice of, standards of quality and condition for wheat, as hereinafter described, which shall become effective on the fifteenth day of July, nineteen hundred and eighteen, and shall thereupon supersede the official grain standards of the United States for wheat as promulgated by me under said Act on the thirty-first day of March, nineteen hundred and seventeen.

OFFICIAL GRAIN STANDARDS OF THE UNITED STATES FOR WHEAT

For the purposes of the official grain standards of the United States for wheat:

Section 1. Wheat.—Any grain which, when free from dockage, contains more than 10 per cent of grain of a kind or kinds other than wheat shall not be classified as wheat. The term "wheat" in these standards shall not include emmer, spelt, and einkorn.

Sec. 2. Basis of determination.—Each determination of dockage, moisture, temperature, odor, onions, garlic, and live weevils or other insects injurious to stored grain shall be upon the basis of the grain including dockage. All other determinations shall be upon the basis of the grain when free from dockage.

Sec. 3. Percentages.—Percentages, except in the case of moisture, shall be percentages ascertained by weight.

Sec. 4. Percentage of moisture.—Percentage of moisture in wheat shall be that ascertained by the moisture tester and the method of use thereof described in Circular No. 72, and supplement thereto, issued by the United States Department of Agriculture, Bureau of Plant Industry, or ascertained by any device and method giving equivalent results.

Sec. 5. Test weight per bushel.—Test weight per bushel shall be the weight per Winchester bushel as determined by the testing apparatus and the method of use thereof described in Bulletin No. 472, dated October 30, 1916, issued by the United States Department of Agriculture, or as determined by any device and method giving equivalent results.

Sec. 6. Dockage.—Dockage includes sand, dirt, weed seeds, weed stems, chaff, straw, grain other than wheat, and any other foreign material, which can be removed readily from the wheat by the use of appropriate sieves, cleaning devices, or other practical means suited to separate the foreign material present; also undeveloped, shriveled, and small pieces of wheat kernels removed in properly separating the foreign material, and which cannot be recovered by properly rescreening or recleaning. The quantity of dockage shall be calculated in terms of percentage based on the total weight of the grain including the dockage. The percentage of dockage so calculated, when equal to 1 per cent or more, shall be stated in terms of whole per cent; and when less than 1 per cent shall not be stated. A fraction of per cent shall be disregarded. The percentage of dockage so determined and stated, shall be added to the grade designation.

Sec. 7. Foreign material other than dockage.—Foreign material other than dockage shall include all matter other than wheat which is not separated from the wheat in the proper determination of dockage, except as provided in the case of smutty wheat.

Sec. 8. Cereal grains.—Cereal grains shall include rye, barley, emmer, spelt, einkorn, corn, grain sorghums, oats, and rice, only, and shall not include buckwheat, flaxseed, and wild oats.

Sec. 9. Heat damaged kernels.—Heat damaged kernels shall be kernels and pieces of kernels of wheat which have been distinctly discolored by external heat or as a result of heating caused by fermentation.

Sec. 10. Treated wheat.—Treated wheat shall be wheat of which more than 10 per cent has been scoured, limed, washed, or treated in any similar manner.

Sec. 11. Garlicky wheat.—Garlicky wheat shall be all wheat which has an unmistakable odor of garlic or wild onions, or which contains garlic or wild onion bulblets in a quantity equal to one or more bulblets in 1000 grams of wheat.

Sec. 12. Smutty wheat.—Smutty wheat shall be all wheat which has an unmistakable odor of smut, or which contains spores, balls, or portions of balls, of smut, in excess of a quantity equal to two balls of average size in 50 grams of wheat.

CLASSES AND SUBCLASSES OF WHEAT

Sec. 13. Classes and subclasses.—Wheat shall be divided into classes and subclasses as follows:

Class 1. Hard Red Spring.

This class shall include all varieties of hard red spring wheat, and may include not more than 10 per cent of other wheat or wheats. This class shall be divided into three subclasses as follows:

Dark Northern Spring.

This subclass shall include wheat of the class Hard Red Spring consisting of 75 per cent or more of dark, hard, and vitreous kernels. This subclass shall not include more than 10 per cent of wheat of the variety Humpback.

Northern Spring.

This subclass shall include wheat of the class Hard Red Spring consisting of less than 75 per cent and more than 25 per cent of dark, hard, and vitreous kernels. This subclass shall not include more than 10 per cent of wheat of the variety Humpback.

Red Spring.

This subclass shall include wheat of the class Hard Red Spring consisting of not more than 25 per cent of dark, hard and vitreous kernels. This subclass shall also include wheat of the class Hard Red Spring consisting of more than 10 per cent of the variety Humpback.

Class II. Durum.

This class shall include all varieties of durum wheat, and may include not more than 10 per cent of other wheat or wheats. This class shall be divided into three subclasses as follows:

Amber Durum.

This subclass shall include wheat of the class Durum consisting of 75 per cent or more of hard and vitreous kernels of amber color. This subclass shall not include more than 10 per cent of wheat of the variety Red Durum.

Durum.

This subclass shall include wheat of the class Durum consisting of less than 75 per cent of hard and vitreous kernels of amber color. This subclass shall not include more than 10 per cent of wheat of the variety Red Durum.

Red Durum.

This subclass shall include wheat of the class Durum consisting of more than 10 per cent of the variety Red Durum.

Class III. Hard Red Winter.

This class shall include all varieties of hard red winter wheat, and may include not more than 10 per cent of other wheat or wheats. This class shall be divided into three subclasses as follows:

Dark Hard Winter.

This subclass shall include wheat of the class Hard Red Winter consisting of 85 per cent or more of dark, hard, and vitreous kernels.

Hard Winter.

This subclass shall include wheat of the class Hard Red Winter consisting of less than 80 per cent and more than 25 per cent of dark, hard, and vitreous kernels.

Yellow Hard Winter.

This subclass shall include wheat of the class Hard Red Winter consisting of not more than 25 per cent of dark, hard, and vitreous kernels.

Class IV. Soft Red Winter.

This class shall include all varieties of soft red winter wheat, also red club and red hybrid wheats of the Pacific Northwest, and may include not more than 10 per cent of other wheat or wheats. This class shall be divided into two subclasses as follows:

Red Winter.

This subclass shall include wheat of the class Soft Red Winter consisting of both light and dark colored kernels. This subclass shall not include more than 10 per cent, either singly or in any combination, of Red Russian, red clubs, red hybrids, and other soft red winter wheats possessing the characteristics of those varieties as grown west of the Great Plains area of the United States.

Red Walla.

This subclass shall include wheat of the class Soft Red Winter consisting of more than 10 per cent, either singly or in any combination, of Red Russian, red clubs, red hybrids, and other soft red winter wheats possessing the characteristics of those varieties as grown west of the Great Plains area of the United States.

Class V. Common White.

This class shall include all varieties, except Sonora, of common white wheat, whether winter or spring grown, and may include not more than 10 per cent of other wheat or wheats. This class shall be divided into two subclasses as follows:

Hard White.

This subclass shall include wheat of the class Common White consisting of 75 per cent or more of hard (not soft and chalky) kernels.

Soft White.

This subclass shall include wheat of the class Common White consisting of less than 75 per cent of hard (not soft and chalky) kernels.

Class VI. White Club.

This class shall include all varieties and hybrids of white club wheat, and the common white wheat known as Sonora, and may include not more than 10 per cent of other wheat or wheats.

Mixed Wheat.

Sec. 14. Mixed wheat.—Mixed wheat shall be any mixture of wheat not provided for in the classes from I to VI, inclusive, defined in section 13.

GRADE REQUIREMENTS Hard Red Spring Wheat.

Sec. 15. Grades for Hard Red Spring wheat.—The subclasses Dark Northern Spring, Northern Spring, and Red Spring shall be divided into six grades for each subclass, the designations and requirements of which, respectively, shall be as specified in this section.

No. 1 Dark Northern Spring,

No. 1 Northern Spring, and

No. 1 Red Spring, each, except as provided in item (g) below,

- (a) shall be bright, cool and sweet,
- (b) shall have a test weight per bushel of at least 58 pounds,
- (c) may contain not more than 14 per cent of moisture,
- (d) may contain not more than 1 per cent of foreign material other than dockage, which 1 per cent may include not more than 5/10 of 1 per cent of matter other than cereal grains,
- (e) may contain not more than 2 per cent of damaged kernels, which may include not more than 1/10 of 1 per cent of heat damaged kernels,
- (f) may contain not more than 5 per cent of wheat other than Hard Red Spring, which 5 per cent may include not more than 2 per cent of common white, white club, and durum wheat, either singly or in any combination, and
- (g) may contain not more than 5 per cent of wheat of the variety Humpback in either No. 1 Dark Northern Spring or No. 1 Northern Spring.

No. 2 Dark Northern Spring,

No. 2 Northern Spring, and

No. 2 Red Spring, each,

- (a) shall be cool and sweet,
- (b) shall have a test weight per bushel of at least 57 pounds,
- (c) may contain not more than 14½ per cent of moisture,
- (d) may contain not more than 2 per cent of foreign material other than dockage, which 2 per cent may include not more than 1 per cent of matter other than cereal grains,
- (e) may contain not more than 4 per cent of damaged kernels, which may include not more than 2/10 of 1 per cent of heat damaged kernels, and
- (f) may contain not more than 5 per cent of common white, white club, and durum wheat, either singly or in any combination.

No. 3 Dark Northern Spring,

No. 3 Northern Spring, and

No. 3 Red Spring, each,

- (a) shall be cool and sweet,
- (b) shall have a test weight per bushel of at least 55 pounds,
- (c) may contain not more than 15 per cent of moisture,
- (d) may contain not more than 3 per cent of foreign material other than dockage, which 3 per cent may include not more than 2 per cent of matter other than cereal grains, and
- (e) may contain not more than 7 per cent of damaged kernels, which may include not more than 5/10 of 1 per cent of heat damaged kernels.

No. 4 Dark Northern Spring,

No. 4 Northern Spring, and

No. 4 Red Spring, each,

- (a) shall be cool and sweet,
- (b) shall have a test weight per bushel of at least 53 pounds,
- (c) may contain not more than 16 per cent of moisture,
- (d) may contain not more than 5 per cent of foreign material other than dockage, which 5 per cent may include not more than 3 per cent of matter other than cereal grains, and
- (e) may contain not more than 10 per cent of damaged kernels, which may include not more than 1 per cent of heat damaged kernels.

No. 5 Dark Northern Spring,

No. 5 Northern Spring, and

No. 5 Red Spring, each,

- (a) shall be cool, but may be musty or slightly sour,
- (b) shall have a test weight per bushel of at least 50 pounds,
- (c) may contain not more than 16 per cent of moisture,
- (d) may contain not more than 7 per cent of foreign material other than dockage, which 7 per cent may include not more than 5 per cent of matter other than cereal grains, and
- (e) may contain not more than 15 per cent of damaged kernels, which may include not more than 3 per cent of heat damaged kernels.

Sample Grade Dark Northern Spring,

Sample Grade Northern Spring, and

Sample Grade Red Spring, each,

shall be wheat of the subclass Dark Northern Spring, or Northern Spring, or Red Spring, respectively, which does not come within the requirements of any of the grades from No. 1 to No. 5, inclusive, or which has any commercially objectionable foreign odor except of smut, garlic, or wild onions, or is very sour, or is heating, hot, infested with live weevils or other insects injurious to stored grain, or is otherwise of distinctly low quality, or contains small, inseparable stones or cinders.

Durum Wheat.

Sec. 16. Grades for Durum wheat.—The subclasses Amber Durum, Durum, and Red Durum shall be divided into six grades for each subclass, the designations and requirements of which, respectively, shall be:

No. 1 Amber Durum,

No. 1 Durum, and

No. 1 Red Durum, each, except as provided in item (g) below,

- (a) shall be bright, cool and sweet,
- (b) shall have a test weight per bushel of at least 60 pounds,
- (c) may contain not more than 14 per cent of moisture,
- (d) may contain not more than 1 per cent of foreign material other than dockage, which 1 per cent may include not more than 5/10 of 1 per cent of matter other than cereal grains,
- (e) may contain not more than 2 per cent of damaged kernels, which may include not more than 1/10 of 1 per cent of heat damaged kernels,
- (f) may contain not more than 5 per cent of wheat other than durum, which 5 per cent may include not more than 2 per cent of common white, white club, and soft red winter wheat, either singly or in any combination, and
- (g) may contain not more than 5 per cent of wheat of the variety red durum in either No. 1 Amber Durum or No. 1 Durum.

No. 2 Amber Durum,

No. 2 Durum, and

No. 2 Red Durum, each,

- (a) shall be cool and sweet,
- (b) shall have a test weight per bushel of at least 58 pounds,
- (c) may contain not more than 14½ per cent of moisture,
- (d) may contain not more than 2 per cent of foreign material other than dockage, which 2 per cent may include not more than 1 per cent of matter other than cereal grains,
- (e) may contain not more than 4 per cent of damaged kernels, which may include not more than ⅓ of 1 per cent of heat damaged kernels, and
- (f) may contain not more than 5 per cent of common white, white club, and soft red winter wheat, either singly or in any combination.

No. 3 Amber Durum,

No. 3 Durum, and

No. 3 Red Durum, each,

- (a) shall be cool and sweet,
- (b) shall have a test weight per bushel of at least 56 pounds,
- (c) may contain not more than 15 per cent of moisture,
- (d) may contain not more than 3 per cent of foreign material other than dockage, which 3 per cent may include not more than 2 per cent of matter other than cereal grains, and
- (e) may contain not more than 7 per cent of damaged kernels, which may include not more than ⅓ of 1 per cent of heat damaged kernels.

No. 4 Amber Durum,

No. 4 Durum, and

No. 4 Red Durum, each,

- (a) shall be cool and sweet,
- (b) shall have a test weight per bushel of at least 54 pounds,
- (c) may contain not more than 16 per cent of moisture,
- (d) may contain not more than 5 per cent of foreign material other than dockage, which 5 per cent may include not more than 3 per cent of matter other than cereal grains, and
- (e) may contain not more than 10 per cent of damaged kernels, which may include not more than 1 per cent of heat damaged kernels.

No. 5 Amber Durum,

No. 5 Durum, and

No. 5 Red Durum, each,

- (a) shall be cool, but may be musty or slightly sour,
- (b) shall have a test weight per bushel of at least 51 pounds,
- (c) may contain not more than 16 per cent of moisture,
- (d) may contain not more than 7 per cent of foreign material other than dockage, which 7 per cent may include not more than 5 per cent of matter other than cereal grains, and
- (e) may contain not more than 15 per cent of damaged kernels, which may include not more than 3 per cent of heat damaged kernels.

Sample Grade Amber Durum,

Sample Grade Durum, and

Sample Grade Red Durum, each

shall be wheat of the subclass Amber Durum, or Durum, or Red Durum, respectively, which does not come within the requirements of any of the grades from No. 1 to No. 5, inclusive, or which has any commercially objectionable foreign odor except of smut, garlic, or wild onions, or is very sour, or is heating, hot, infested with live weevils or other insects injurious to stored grain, or is otherwise of distinctly low quality, or contains small, inseparable stones or cinders.

Hard Red Winter Wheat.

Sec. 17. Grades for Hard Red Winter wheat.—The subclasses Dark Hard Winter, Hard Winter, and Yellow Hard Winter shall be divided into six grades for each subclass, the designations and requirements of which, respectfully, shall be as specified:

No. 1 Dark Hard Winter,

No. 1 Hard Winter, and

No. 1 Yellow Hard Winter, each,

- (a) shall be bright, cool and sweet,
- (b) shall have a test weight per bushel of at least 60 pounds,
- (c) may contain not more than 13½ per cent of moisture,
- (d) may contain not more than 1 per cent of foreign material other than dockage, which 1 per cent may include not more than ⅓ of 1 per cent of matter other than cereal grains,
- (e) may contain not more than 2 per cent of damaged kernels, which may include not more than ⅓ of 1 per cent of heat damaged kernels, and
- (f) may contain not more than 5 per cent of wheat other than hard red winter, which 5 per cent may include not more than 2 per cent of common white, white club, and durum wheat, either singly or in any combination.

No. 2 Dark Hard Winter,

No. 2 Hard Winter, and

No. 2 Yellow Hard Winter, each,

- (a) shall be cool and sweet,
- (b) shall have a test weight per bushel of at least 58 pounds,
- (c) may contain not more than 14 per cent of moisture,
- (d) may contain not more than 2 per cent of foreign material other than dockage, which 2 per cent may include not more than 1 per cent of matter other than cereal grains,
- (e) may contain not more than 4 per cent of damaged kernels, which may include not more than ⅓ of 1 per cent of heat damaged kernels, and
- (f) may contain not more than 5 per cent of common white, white club, and durum wheat, either singly or in any combination.

No. 3 Dark Hard Winter,

No. 3 Hard Winter, and

No. 3 Yellow Hard Winter, each,

- (a) shall be cool and sweet,
- (b) shall have a test weight per bushel of at least 56 pounds,
- (c) may contain not more than 14½ per cent of moisture,
- (d) may contain not more than 3 per cent of foreign material other than dockage, which 3 per cent may include not more than 2 per cent of matter other than cereal grains, and
- (e) may contain not more than 7 per cent of damaged kernels, which may include not more than ⅓ of 1 per cent of heat damaged kernels.

No. 4 Dark Hard Winter,

No. 4 Hard Winter, and

No. 4 Yellow Hard Winter, each,

- (a) shall be cool and sweet,
- (b) shall have a test weight per bushel of at least 54 pounds,
- (c) may contain not more than 15½ per cent of moisture,
- (d) may contain not more than 5 per cent of foreign material other than dockage, which 5 per cent may include not more than 4 per cent of matter other than cereal grains, and
- (e) may contain not more than 10 per cent of damaged kernels which may include not more than 1 per cent of heat damaged kernels.

No. 5 Dark Hard Winter,

No. 5 Hard Winter, and

No. 5 Yellow Hard Winter, each,

- (a) shall be cool, but may be musty or slightly sour,
- (b) shall have a test weight per bushel of at least 51 pounds,
- (c) may contain not more than 15½ per cent of moisture,
- (d) may contain not more than 7 per cent of foreign material other than dockage, which 7 per cent may include not more than 5 per cent of matter other than cereal grains, and
- (e) may contain not more than 15 per cent of damaged kernels, which may include not more than 3 per cent of heat damaged kernels.

Sample Grade Dark Hard Winter,

Sample Grade Hard Winter, and

Sample Grade Yellow Hard Winter, each,

shall be wheat of the subclass Dark Hard Winter, or Hard Winter, or Yellow Hard Winter, respectively, which does not come within the requirements of any of the grades from No. 1 to No. 5, inclusive, or which has any commercially objection-

able foreign odor except of smut, garlic, or wild onions, or is very sour, or is heating, hot, infested with live weevils or other insects injurious to stored grain, or is otherwise of distinctly low quality, or contains small, inseparable stones or cinders.

Soft Red Winter Wheat.

Sec. 18. Grades for Soft Red Winter wheat.—The subclasses Red Winter and Red Walla shall be divided into six grades for each subclass, the designations and requirements of which, respectively, shall be as specified in this section.

No. 1 Red Winter and

No. 1 Red Walla, each, except as provided in item (b) below,

(a) shall be bright, cool and sweet,

(b) shall have a test weight per bushel of at least 60 pounds for No. 1 Red Winter and 58 pounds for No. 1 Red Walla,

(c) may contain not more than 13½ per cent of moisture,

(d) may contain not more than 1 per cent of foreign material other than dockage, which 1 per cent may include not more than ⅙ of 1 per cent of matter other than cereal grains,

(e) may contain not more than 2 per cent of damaged kernels, which may include not more than ⅙ of 1 per cent of heat damaged kernels, and

(f) may contain not more than 5 per cent of wheat other than Soft Red Winter, which 5 per cent may include not more than 2 per cent of durum wheat.

No. 2 Red Winter and

No. 2 Red Walla, each, except as provided in item (b) below,

(a) shall be cool and sweet,

(b) shall have a test weight per bushel of at least 58 pounds for No. 2 Red Winter and 56 pounds for No. 2 Red Walla,

(c) may contain not more than 14 per cent of moisture,

(d) may contain not more than 2 per cent of foreign material other than dockage, which 2 per cent may include not more than 1 per cent of matter other than cereal grains,

(e) may contain not more than 4 per cent of damaged kernels, which may include not more than ⅙ of 1 per cent of heat damaged kernels, and

(f) may contain not more than 3 per cent of durum wheat.

No. 3 Red Winter and

No. 3 Red Walla, each, except as provided in item (b) below,

(a) shall be cool and sweet,

(b) shall have a test weight per bushel of at least 56 pounds for No. 3 Red Winter and 54 pounds for No. 3 Red Walla,

(c) may contain not more than 14½ per cent of moisture,

(d) may contain not more than 3 per cent of foreign material other than dockage, which 3 per cent may include not more than 2 per cent of matter other than cereal grains, and

(e) may contain not more than 7 per cent of damaged kernels, which may include not more than ⅙ of 1 per cent of heat damaged kernels.

No. 4 Red Winter and

No. 4 Red Walla, each, except as provided in item (b) below,

(a) shall be cool and sweet,

(b) shall have a test weight per bushel of at least 54 pounds for No. 4 Red Winter and 52 pounds for No. 4 Red Walla,

(c) may contain not more than 15½ per cent of moisture,

(d) may contain not more than 5 per cent of foreign material other than dockage, which 5 per cent may include not more than 3 per cent of matter other than cereal grains, and

(e) may contain not more than 10 per cent of damaged kernels, which may include not more than 1 per cent of heat damaged kernels.

No. 5 Red Winter and

No. 5 Red Walla, each, except as provided in item (b) below,

(a) shall be cool, but may be musty or slightly sour,

(b) shall have a test weight per bushel of at least 51 pounds for No. 5 Red Winter and 49 pounds for No. 5 Red Walla,

(c) may contain not more than 15½ per cent of moisture,

(d) may contain not more than 7 per cent of foreign material other than dockage, which 7 per cent may include not more than 5 per cent of matter other than cereal grains, and

(e) may contain not more than 15 per cent of damaged kernels, which may include not more than 3 per cent of heat damaged kernels.

Sample Grade Red Winter and

Sample Grade Red Walla, each,

shall be wheat of the subclass Red Winter or Red Walla, respectively, which does not come within the requirements of any of the grades from No. 1 to No. 5, inclusive, or which has any commercially objectionable foreign odor except of smut, garlic, or wild onions, or is very sour or is heating, hot, infested with live weevils or other insects injurious to stored grain, or is otherwise of distinctly low

quality, or contains small, inseparable stones or cinders.

Common White Wheat.

Sec. 19. Grades for Common White Wheat.—The subclasses Hard White and Soft White shall be divided into six grades for each subclass, the designations and requirements of which, respectively, shall be as specified in this section.

No. 1 Hard White and

No. 1 Soft White each,

(a) shall be bright, cool and sweet,

(b) shall have a test weight per bushel of at least 60 pounds,

(c) may contain not more than 13½ per cent of moisture,

(d) may contain not more than 1 per cent of foreign material other than dockage, which 1 per cent may include not more than 5/10 of 1 per cent of matter other than cereal grains,

(e) may contain not more than 2 per cent of damaged kernels, which may include not more than 1/10 of 1 per cent of heat damaged kernels, and

(f) may contain not more than 5 per cent of wheat, including Sonora, other than common white, which 5 per cent may include not more than 2 per cent of durum wheat.

No. 2 Hard White and

No. 2 Soft White, each,

(a) shall be cool and sweet,

(b) shall have a test weight per bushel of at least 58 pounds,

(c) may contain not more than 14 per cent of moisture,

(d) may contain not more than 2 per cent of foreign material other than dockage, which 2 per cent may include not more than 1 per cent of matter other than cereal grains,

(e) may contain not more than 4 per cent of damaged kernels, which may include not more than 2/10 of 1 per cent of heat damaged kernels, and

(f) may contain not more than 3 per cent of durum wheat.

No. 3 Hard White and

No. 3 Soft White, each,

(a) shall be cool and sweet,

(b) shall have a test weight per bushel of at least 56 pounds,

(c) may contain not more than 14½ per cent of moisture,

(d) may contain not more than 3 per cent of foreign material other than dockage, which 3 per cent may include not more than 2 per cent of matter other than cereal grains, and

(e) may contain not more than 7 per cent of damaged kernels, which may include not more than 5/10 of 1 per cent of heat damaged kernels.

No. 4 Hard White and

No. 4 Soft White, each,

(a) shall be cool and sweet,

(b) shall have a test weight per bushel of at least 54 pounds,

(c) may contain not more than 15½ per cent of moisture,

(d) may contain not more than 5 per cent of foreign material other than dockage, which 5 per cent may include not more than 3 per cent of matter other than cereal grains, and

(e) may contain not more than 10 per cent of damaged kernels, which may include not more than 1 per cent of heat damaged kernels.

No. 5 Hard White and

No. 5 Soft White, each,

(a) shall be cool, but may be musty or slightly sour,

(b) shall have a test weight per bushel of at least 51 pounds,

(c) may contain not more than 15½ per cent of moisture,

(d) may contain not more than 7 per cent of foreign material other than dockage, which 7 per cent may include not more than 5 per cent of matter other than cereal grains, and

(e) may contain not more than 15 per cent of damaged kernels, which may include not more than 3 per cent of heat damaged kernels.

Sample Grade Hard White and

Sample Grade Soft White, each,

shall be wheat of the subclass Hard White or Soft White, respectively, which does not come within the requirements of any of the grades from No. 1 to No. 5, inclusive, or which has any commercially objectionable foreign odor except of smut, garlic, or wild onions, or is very sour, or is heating, hot, infested with live weevils or other insects injurious to stored grain, or is otherwise of distinctly low quality, or contains small, inseparable stones or cinders.

White Club Wheat.

Sec. 20. Grades for White Club wheat.—The class White Club shall be divided into six grades, the designations and requirements of which, respectively, shall be as specified in this section.

No. 1 White Club

(a) shall be bright, cool and sweet,

(b) shall have a test weight per bushel of at least 60 pounds,

(c) may contain not more than 13½ per cent of moisture,

(d) may contain not more than 1 per cent of foreign material other than dockage, which 1 per cent may include not more than ⅙ of 1 per cent of matter other than cereal grains,

(e) may contain not more than 2 per cent of damaged kernels, which may include not more than ⅙ of 1 per cent of heat damaged kernels, and

(f) may contain not more than 5 per cent of wheat other than white club and Sonora, which 5 per cent may include not more than 2 per cent of durum wheat.

No. 2 White Club

(a) shall be cool and sweet,

(b) shall have a test weight per bushel of at least 58 pounds,

(c) may contain not more than 14 per cent of moisture,

(d) may contain not more than 2 per cent of foreign material other than dockage, which 2 per cent may include not more than 1 per cent of matter other than cereal grains,

(e) may contain not more than 4 per cent of damaged kernels, which may include not more than ⅙ of one per cent of heat damaged kernels, and

(f) may contain not more than 3 per cent of durum wheat.

No. 3 White Club

(a) shall be cool and sweet,

(b) shall have a test weight per bushel of at least 56 pounds,

(c) may contain not more than 14½ per cent of moisture,

(d) may contain not more than 3 per cent of foreign material other than dockage, which 3 per cent may include not more than 2 per cent of matter other than cereal grains, and

(e) may contain not more than 7 per cent of damaged kernels, which may include not more than ⅙ of 1 per cent of heat damaged kernels.

No. 4 White Club

(a) shall be cool and sweet,

(b) shall have a test weight per bushel of at least 54 pounds,

(c) may contain not more than 15½ per cent of moisture,

(d) may contain not more than 5 per cent of foreign material other than dockage, which 5 per cent may include not more than 3 per cent of matter other than cereal grains, and

(e) may contain not more than 10 per cent of damaged kernels, which may include not more than 1 per cent of heat damaged kernels.

No. 5 White Club

(a) shall be cool, but may be musty or slightly sour,

(b) shall have a test weight per bushel of at least 51 pounds,

(c) may contain not more than 15½ per cent of moisture,

(d) may contain not more than 7 per cent of foreign material other than dockage, which 7 per cent may include not more than 5 per cent of matter other than cereal grains, and

(e) may contain not more than 15 per cent of damaged kernels, which may include not more than 3 per cent of heat damaged kernels.

Sample Grade White Club

shall be wheat of the class White Club which does not come within the requirements of any of the grades from No. 1 to No. 5, inclusive, or which has any commercially objectionable foreign odor except of smut, garlic, or wild onions, or is very sour, or is heating, hot, infested with live weevils or other insects injurious to stored grain, or is otherwise of distinctly low quality, or contains small, inseparable stones or cinders.

Mixed Wheat.

Sec. 21. Grades for Mixed wheat.—Mixed wheat shall be graded according to each of the grade requirements common to all of the subclasses of the class of the wheat which predominates over each other class in the mixture, except that (1) all of the grade requirements in any subclass as to the maximum percentage of other wheat or other varieties of wheat shall be disregarded, and (3) when Soft Red Winter wheat so predominates, the grade requirements as to test weight per bushel shall be those of the subclass Red Winter. The grade designation of mixed wheat shall include, successively, in the order named, the number of the grade or the words "Sample Grade," as the case may be, the word "Mixed," and, in the order of its predominance, the name and approximate percentage of each class of wheat which constitutes 10 per cent or more of the mixture, but if only one class exceeds 10 per cent of the mixture, the name and approximate percentage of that class shall be added to the grade designation followed by the name and approximate percentage of at least one other class.

Treated Wheat.

Sec. 22. Grades for Treated wheat.—Treated wheat shall be graded and designated according to the grade requirements of the standard applicable to such wheat if it were not treated, and there shall be added to,

and made a part of, its grade designation a statement indicating the kind of treatment.

Garlicky Wheat.

Sec. 23. Grades for Garlicky wheat.—Garlicky wheat shall be graded and designated according to the grade requirements of the standard applicable to such wheat if it were not garlicky, and there shall be added to, and made a part of, its grade designation the word "Garlicky."

Smutty Wheat.

Sec. 24. Grades for Smutty wheat.—Smutty wheat shall be graded and designated according to the method described either in paragraph (a) or paragraph (b) of this section.

(a) Before the determination of smut dockage as provided in this paragraph, the wheat shall be graded and designated according to the grade requirements of the standard applicable to such wheat if it were not smutty, except that smut balls shall not be considered as foreign material other than dockage. The loss in weight caused by the removal of smut from the wheat shall be ascertained by scouring, washing, or otherwise, and shall be calculated in terms of percentage based on the total weight of the grain free from dockage. The percentage so calculated shall be stated in terms of whole per cent and half per cent. A fraction of a per cent when equal to, or greater than, a half shall be treated as a half, and when less than a half shall be disregarded. The percentage of the "smut dockage," so calculated and stated, shall be added to the grade designation preceding the statement of dockage, if any.

(b) Smutty wheat shall be graded and designated according to the grade requirements of the standard applicable to such wheat if it were not smutty, except that (1) smut balls shall not be considered as foreign material other than dockage, and (2) when the amount of smut present is so great that any one or more of the grade requirements of the grades from No. 1 to No. 5, inclusive, can not be applied accurately, the wheat shall be classified as Sample Grade. For all grades there shall be added to and made a part of the grade designation, preceding the statement of dockage, if any, the word "smutty."

CORN

Pursuant to the authority vested in the Secretary of Agriculture by the United States Grain Standards Act, approved August 11, 1916 (39 U. S. Statutes at Large, page 482), I, David F. Houston, Secretary of Agriculture, do hereby fix, establish, promulgate, and give public notice of, standards of quality and condition for shelled corn, as hereinafter described, which shall become effective on the fifteenth day of July, nineteen hundred and eighteen, and shall thereupon supersede the official grain standards of the United States for shelled corn as promulgated by me under said Act on the first day of September, nineteen hundred and sixteen.

OFFICIAL GRAIN STANDARDS OF THE UNITED STATES FOR SHELLED CORN

For the purposes of the official grain standards of the United States for shelled corn (maize):

Section 1. Corn.—Corn shall be shelled corn of the flint or dent variety.

Sec. 2. Basis of determinations.—Each determination of color, damage, and heat damage shall be upon the basis of the grain after the removal of foreign material and cracked corn as provided in section 6. All other determinations shall be upon the basis of the grain including such foreign material and cracked corn.

Sec. 3. Percentages.—Percentages, except in the case of moisture, shall be percentages ascertained by weight.

Sec. 4. Percentage of moisture.—Percentage of moisture in corn shall be that ascertained by the moisture tester and the method of use thereof described in Circular No. 72, and supplement thereto, issued by the United States Department of Agriculture, Bureau of Plant Industry, or ascertained by any device and method giving equivalent results.

Sec. 5. Test weight per bushel.—Test weight per bushel shall be the weight per Winchester bushel as determined by the testing apparatus and the method of use thereof described in Bulletin No. 472, dated October 30, 1916, issued by the United States Department of Agriculture, or as determined by any device and method giving equivalent results.

Sec. 6. Foreign material and cracked corn.—Foreign material and cracked corn shall be kernels and pieces of kernels of corn, and all matter other than corn, which will pass through a metal sieve perforated with round holes $\frac{1}{4}$ of an inch in diameter, and all matter other than corn remaining on such sieve after screening.

Sec. 7. Heat damaged kernels.—Heat damaged kernels shall be kernels and pieces of kernels of corn which have been distinctly discolored by external heat or as a result of heating caused by fermentation.

CLASSES OF SHELLED CORN

Sec. 8. Classes.—Shelled corn shall be divided into three classes as follows:

White Corn.

This class shall consist of corn of which at least 98 per cent by weight of the kernels are white. A slight tinge of light straw color or of pink on kernels of corn otherwise white shall not affect their classification as white corn.

Yellow Corn.

This class shall consist of corn of which at least 95 per cent by weight of the kernels are yellow. A slight tinge of red on kernels of corn otherwise yellow shall not affect their classification as yellow corn.

Mixed Corn.

This class shall consist of corn of various colors not coming within the limits for color as provided in the definitions of white corn and yellow corn. White capped yellow kernels shall be classified as mixed corn.

GRADE REQUIREMENTS

Sec. 9. Grades for White, Yellow and Mixed corn.—The classes White corn, Yellow corn, and Mixed corn shall be divided into seven grades for each class, the designations and requirements of which, respectively, shall be as specified in this section.

No. 1. White,

No. 1 Yellow, and

No. 1 Mixed, each,

(a) shall be cool and sweet,

(b) shall have a test weight per bushel of at least 55 pounds,

(c) may contain not more than 14 per cent of moisture,

(d) may contain not more than 2 per cent of foreign material and cracked corn, and

(e) may contain not more than 2 per cent of damaged corn and no heat damaged kernels.

No. 2 White,

No. 2 Yellow, and

No. 2 Mixed, each,

(a) shall be cool and sweet,

(b) shall have a test weight per bushel of at least 53 pounds,

(c) may contain not more than 15½ per cent of moisture,

(d) may contain not more than 3 per cent of foreign material and cracked corn, and

(e) may contain not more than 4 per cent of damaged corn, which may include not more than $\frac{1}{10}$ of 1 per cent of heat damaged kernels.

No. 3 White,

No. 3 Yellow, and

No. 3 Mixed, each,

(a) shall be cool and sweet,

(b) shall have a test weight per bushel of at least 51 pounds,

(c) may contain not more than 17½ per cent of moisture,

(d) may contain not more than 4 per cent of foreign material and cracked corn, and

(e) may contain not more than 6 per cent of damaged corn, which may include not more than $\frac{1}{10}$ of 1 per cent of heat damaged kernels.

No. 4 White,

No. 4 Yellow, and

No. 4 Mixed, each,

(a) shall be cool and sweet,

(b) shall have a test weight per bushel of at least 49 pounds,

(c) may contain not more than 19½ per cent of moisture,

(d) may contain not more than 5 per cent of foreign material and cracked corn, and

(e) may contain not more than 8 per cent of damaged corn, which may include not more than $\frac{1}{10}$ of 1 per cent of heat damaged kernels.

No. 5 White,

No. 5 Yellow, and

No. 5 Mixed, each,

(a) shall be cool and sweet,

(b) shall have a test weight per bushel of at least 47 pounds,

(c) may contain not more than 21½ per cent of moisture,

(d) may contain not more than 6 per cent of foreign material and cracked corn, and

(e) may contain not more than 10 per cent of damaged corn, which may include not more than 1 per cent of heat damaged kernels.

No. 6 White,

No. 6 Yellow, and

No. 6 Mixed, each,

(a) shall be cool, but may be musty or sour,

(b) shall have a test weight per bushel of at least 44 pounds,

(c) may contain not more than 23 per cent of moisture,

(d) may contain not more than 7 per cent of foreign material and cracked corn, and

(e) may contain not more than 15 per cent of damaged corn, which may include not more than 3 per cent of heat damaged kernels.

Sample Grade White,

Sample Grade Yellow, and

Sample Grade Mixed, each,

shall be White corn, or Yellow corn, or Mixed corn, respectively, which does not come within the requirements of any of the grades from No. 1 to No. 6, inclusive, or which has any commercially objectionable foreign odor, or is heating, hot, in-

fest with live weevils or other insects injurious to stored grain, or is otherwise of distinctly low quality.

IN NORTHERN INDIANA

There is no better sight under the shining skies than a clean, bright, busy country elevator. A house can be cleanly but dingy and unattractive; it can be bright but with dirt in every corner and rubbish all about. And it can be both clean and bright without being busy. When it is all three it is a source of real pleasure to everyone in the community. The plant of the Middlebury Grain Company at Middlebury, Ind., is like that. If it weren't we would have had to introduce it in a different way.

The house is of frame construction with steel siding. It has a capacity of 9,000 bushels of grain and 2,000 bushels of cob corn, besides a flour room



ELEVATOR OF MIDDLEBURY (IND.) GRAIN COMPANY

which holds a carload, a 5-car capacity feed warehouse and coal bins that take care of 200 tons of coal. The varied activities of the house are implied in this description.

In the grain handling equipment, the house is unusually well provided for a plant of this size in that it has two cleaners and a man-lift in addition to the regular wagon scale, hopper scale, two dumps, corn sheller, two elevator legs, a 10-horsepower motor and electric lights.

Middlebury is a town of 600 people in the northern part of the state on a branch of the Lake Shore Railroad. The town has a good high school, bank and four churches and as it is in a rich farming section, it is little wonder that the elevator is about the busiest place in town when the roads are in shape for hauling.

REQUEST FROM THE GOVERNMENT

The following notice has been issued by the *Official Bulletin* at Washington and should be given careful attention:

Owing to the enormous increase of Government war work, the Governmental departments at Washington are being flooded with letters of inquiry on every conceivable subject concerning the war, and it has been found a physical impossibility for the clerks, though they number an army in themselves now, to give many of these letters proper attention and reply. There is published daily at Washington under authority of and by direction of the President, a Government newspaper—the *Official U. S. Bulletin*. This newspaper prints daily all the more important rulings, decisions, regulations, proclamations, orders, etc., etc., as they are promulgated by the several departments and the many special committees and agencies now in operation at the National Capital. This official journal is posted daily in every postoffice in the United States, more than 56,000 in number, and may also be found on file at all libraries, boards of trade and chambers of commerce, the offices of mayors, governors and other Federal officials.



W. W. CUMMINGS
Toledo.

NEWS OF THE TERMINAL MARKETS



H. C. SHAW
Buffalo.

CHANGE IN METHOD OF COLLECTING FEES

Instead of the railroad companies collecting the charges for inspection of grain arriving at Chicago as heretofore, the State Grain Inspection Department will collect the inspection charges direct from the consignee of the grain.

WILL THEY SERVE BEVO?

President A. S. White of the Chicago Board of Trade has appointed the following committee on entertainment for the annual meeting of the Illinois Grain Dealers Association which convenes in Chicago May 21, 22: W. N. Eckhardt, chairman; Adolph Kempner, Frank J. Delaney, E. A. James, D. H. Harris, George E. Booth, J. J. Bagley, Edward Hymers.

A PROTEST

Pope & Eckhardt Company of Chicago say in market letter April 12: It is time that the U. S. Grain Corporation changed its methods of handling wheat shipments from Illinois stations. There is no reason why they should collect switching charges from the seller (and shipper) that are refunded by the Eastern roads when the grain is shipped out, nor any good reason why they should insist upon nullifying existing and legal tariffs that give benefits of through rates from a large number of points in this state.

GRAIN SHORTAGES AND OVERAGES

The Board of Grain Commissioners for Canada convened at Montreal, Quebec, April 1 to hear representatives from those interested in questions of grain shortages and overages from shipping to receiving elevators. It developed at the hearing that arrangements which had prevailed for the past two or three years were no longer satisfactory and it will be the purpose of the Board to devise some plan in regard to shortage and overage that will be satisfactory to all those interested.

WILL CONTROL TRADING

At a special meeting of the St. Louis Merchants Exchange April 6 the following paragraph was adopted as part of an amendment to Rule XXII:

The Board of Directors, during the continuance of any war to which the United States shall be a party, shall have power from time to time to thereafter prohibit, until further action of the Board and notice thereof, trading for present or future delivery in any or all of the commodities traded in on its exchange, or such trading for delivery in any particular month, including trading in settlement of any then existing future contracts, and shall also have power to fix, from time to time, terms and conditions upon which such trading shall be permitted and to regulate the volume of such trading.

NEW RULE ON CORN ADOPTED

Trading in new-style corn under the change in the rules of the Chicago Board of Trade started April 11. Under the new rule No. 3 and No. 4 mixed corn can be delivered at contract price, the latter to contain 15.5 per cent moisture, while the inspection rules give it 19.5 and No. 3 mixed has 17.5 per cent. No. 4 white and yellow must contain not over 15.5 per cent of moisture and are deliverable at 1 cent over No. 4 mixed. No. 5 corn to be delivered cannot have over 15 per cent moisture, and is penalized 4 cents for white and yellow and 5 cents for mixed, with white and yellow 1 cent premium. Nos. 1 and 2 mixed are 3 cents, and No. 1 and 2 white 4 cents premium over contract price.

The new rule also restricts the holdings of future operators to an amount not exceeding 200,000 bushels at any one time. No maximum price is set and the market will be dominated entirely by the laws of supply and demand.

LIEUTENANT GEORGE H. HARDING

From the Northwest there have been many brave sons set out for France. The record they have made in helping to check the fierce drive of the Hun has won the admiration of the veteran fighters who have been in the war for the past three years and has been a source of pride to the Government who has sent them forth and wished them God-speed



LIEUTENANT GEORGE H. HARDING

in the task to which the civilized world is pledged.

Recent word has come that Lieutenant George H. Harding of the British Royal Flying Corps is missing in France. On March 27 he was known to be well over the German lines in his machine. Since that date there have been no further reports of his whereabouts.

Lieutenant Harding is 24 years of age and the son of G. Parker Harding, vice-president of the Van Dusen-Harrington Company of Minneapolis, Minn. He enlisted in the Royal Flying Corps early last year, went to England in August and was recently made a scout fighter. It is hoped that good news may yet be heard from him.

EVIDENTLY HAVE GIVEN SATISFACTION

The annual election on the Milwaukee Chamber of Commerce took place April 1, resulting in the continuation in office of the officers and Board of Directors who served the past year. These are: Herman W. Ladish, president; H. H. Peterson, first vice-president; Harry M. Stratton, second vice-

president; Harry A. Plumb, secretary and treasurer.

Directors: Major Walter Stern, P. C. Kamm, Wm. E. Schroeder, L. L. Runkel, James Mallin. Board of Appeals: Wallace M. Bell and Sidney G. Courtten.

IN ITS NEW HOME

The Cincinnati Grain and Hay Exchange is now located in its new quarters in the Gwynne Building. The new exchange is equipped with seven trunk lines and 10 individual phones with direct wire to Chicago and Indianapolis.

D. J. Schuh, executive secretary, will see that the weighing and inspection is fair and impartial. Six supervisors direct the work of the deputy inspectors and weighers, and issue certificates only when certified by a deputy weigher. John Maegher, formerly connected with the James Walsh Company of Lawrenceburg, Ind., has been made manager of the hay plugging market.

RECOMMENDS \$2.21 AS PRICE OF WHEAT

The Board of Grain Supervisors for Canada in a session at Winnipeg early in April adopted the following:

The Board of Grain Supervisors for Canada is of the opinion that the present price of Canadian western wheat, namely, \$2.21 per bushel for No. 1 northern wheat, Fort William and Port Arthur, is a reasonable price for wheat of the crop of 1918.

In reaching this conclusion the Board has given full consideration to the necessity of stimulating the production of wheat, to the increased cost of production, and to the relative prices of coarse grains, which have not been fixed during the current year, either in Canada or in the United States. The Board is also of the opinion that this price should be guaranteed, and that the guaranty should be given immediately.

A DAY OF DAYS

Not since the United States entered the war has there been greater activity "on 'Change" on the Chicago Board of Trade than on the morning of April 11, when July corn, which had not been traded in this season, made its initial bow to operators. Fully 200 voices took up the shout to buy or sell at the opening of the market at 9:30 and almost instantly the wires were carrying the quotations, \$1.50 to \$1.55, to the furthestmost points of the country and underseas cables.

As there are no price restrictions in July corn the trade will watch with interest the operation of the new rules in their expected elimination of undesirable speculation and vicious manipulation of the market while at the same time preserving all the legitimate functions of Boards of Trade.

SPREADING RESTRICTIONS EXPLAINED

"Spread trades are restricted, but not prohibited," says C. A. King & Co. of Toledo, Ohio, in their *Special Market Report* of April 12. "Buying one corn future and selling another against it, or buying corn and selling oats, is called spreading. You cannot spread old basis against the new. May corn is old basis because it is subject to the 1.28 maximum. June and July are new basis because they have no maximum. For instance, you cannot sell June or July against May you have bought. You can buy June corn and sell July against it, or you can buy June or July corn against a sale of May oats, or vice versa. A sale of 100,000 bushels against a purchase of 100,000 as a spread is all that is permitted. Speculative purchases or sales which

are not spreads are limited to 200,000. This is to restrain plungers. You cannot hedge cash corn by selling an oat future, nor cash oats by selling a corn future. Trades will be watched carefully and reports made daily. You cannot evade the rule by trading through several firms as the aggregate is what counts."

NEW OATS RULE

An amendment to the amendment to the oats rules on the Chicago Board of Trade will be voted on by the membership of the Board April 16. The amendment provides that standards will remain the contract grade with No. 3 white $1\frac{1}{2}$ cents under, and No. 2 white $\frac{1}{4}$ cents premium. Trading in the new style will start in June and July, on April 17.

OMAHA ADVISES SHIPPERS

The Traffic Department of the Omaha Grain Exchange recently sent to country dealers tributary to that market the following caution on care in making out bills of lading:

Insist on properly executed bills of lading. You are entitled to them, and the receivers of freight need the protection. Bills of lading of receipts for grain tendered to the carrier for transportation should be signed with ink or indelible pencil, and the station stamp should be imprinted on the face of the original bill of lading or receipt. Such document should not be made out with ordinary lead pencil, nor should a rubber stamp be used for the agent's signature, unless followed by the full name of the employe applying the same, written in ink.

IMAGINATION IS SPLENDID ATTRIBUTE

Simons, Day & Co. of Chicago is most punctilious in obeying the rules of the Chicago Board of Trade, therefore conforms fully to the order prohibiting advices on the future trend of the market. Their market writer, however, not only has clearness of vision but the very happy faculty of illustrating his ideas in a manner to make them as plain as a Puritan Sabbath. On April 13 their letter stated:

The great strength that developed in the corn market in the latter part of yesterday's session was like the effervescent effect in a bottle of ginger ale; when the cork is drawn it soon subsides to its normal flat condition. So when the market opened this morning the bull enthusiasm soon oozed out, a weak and declining market resulting. Corn of the various grades deliverable according to the present rule could be bought today and delivered on contract at prices ranging from 2 cents to 8 cents under the price paid for July corn.

The only man who wouldn't understand the smile never had ginger ale as a chaser, and he died.

PLUNGERS AND PIKERS EXIT

United States Food Administrator Herbert C. Hoover wired the following to all grain exchanges April 12:

In opening the market in corn and oats for trading in June and July futures without the restrictions on price previously imposed by the exchanges, but with the restrictions provided against speculation by the new rules adopted by the board, I trust that all members of the exchange realize that this is the greatest test that has yet been applied as to whether it is possible to conduct the legitimate and proper function of the grain exchanges in the fixing of contracts for future delivery without this very valuable service of the exchanges, becoming a tool for speculative manipulation against the interest of the general public.

The success of the exchanges in solving the problem of elimination of vicious manipulation of the nation's foodstuffs while preserving the economy value of exchanges has not only a positively necessary importance during the disturbed conditions of war, but of permanent value to the trade and the country, and the success or failure of the voluntary plan toward these ends rests absolutely upon the officials of the exchanges themselves.

RULES GOVERNING SPREADING

At a special meeting of the directors of the Chicago Board of Trade, the following ruling was given out on spreading transactions:

Resolved, that spreading in contracts of purchase or sale of April and May delivery, in corn and oats on the one side, and contracts in the same commodities for June and July delivery on the other, is prohibited. That in no case can an individual, firm or corporation, who has much April or May contracts open, have executed for their account, by our customers, contracts for June and July delivery in the same commodities that will result in or create a spread be-

tween the old and the new style contracts as prohibited above. Further,

Resolved, that in the trading in corn and oats for delivery on and after June 1, the aggregate open interest for any individual, firm or corporation, in any one grain, is limited, the present amount being 200,000 bushels, and any account with 100,000 bushels bought for either June or July and 100,000 bushels sold in either of those months not corresponding with the month of delivery of the 100,000 bushels bought would be considered as having the maximum open trade allowance. Further,

Resolved, that to correct a misapprehension, trading between corn and oats is not prohibited, providing it does not result in an open interest in either grain in excess of the permissible quantity, which, as above stated, at the present time is 200,000 bushels.

JAMES ARMSTRONG RICHARDSON

One of the oldest and strongest grain firms in the Dominion of Canada is that of James Richardson & Sons, Ltd., of Kingston, Ont. As a grain exporter it has done its share of conserving the grain of Canada for the Allies and has used its vast ma-



JAMES ARMSTRONG RICHARDSON

chinery for forwarding grain as rapidly as possible for shipment to all available seaboard. The accompanying illustration shows the firm's vice-president, James Armstrong Richardson.

In addition to his office with the grain firm, Mr. Richardson is president of the Eastern Terminal Elevator Company, Ltd.; president of the Pioneer Grain Company, Ltd.; vice-president of the Anchor Elevator Company, Ltd.; director of the Kingston, Portsmouth & Cataraqui Electric Railway Company, Ltd.; vice-president of Guardian Realty Company of Canada, Ltd., and director of the Great Lakes Transportation Company, Ltd.

Mr. Richardson is the son of George Algernon and Agnes Richardson and was born at Kingston, Ont., August 21, 1885. After finishing his education in the Hillcroft Academy and Queen's University in Kingston he went with James Richardson & Sons at Kingston in 1906. He had charge of the firm's Toronto office from 1907 until 1912 when he became supervisor of the Western branches with headquarters at Winnipeg and holds that office at the present time.

THE CORN SITUATION

"Trading in corn for future delivery with No. 4 testing not over 15.5 per cent moisture as the contract grade has started with the July selling above \$1.50, close enough to the cash price to warrant some hedging sales. It is not as much a question of moisture in the corn now as of quality. It is not unusual for corn testing 19 per cent moisture to grade sample on account of damage, such as cob rot, etc. Of course, this kind of grain brings relatively high prices. In fact all kinds do. Distillers are forced to use only grain that is unfit for human or animal consumption, and even the very poorest, some practically rotten, has sold here of

late at 75 cents per bushel and above. The trouble is mainly in getting the stuff to market. While there has been a little improvement in the car situation, it is not as good as it should be.

"A lull in the demand, both export and domestic is apparent, and some of the eastern markets have reported corn selling below a shipping difference as compared with Chicago. On this account numerous consignments have been made from other markets, and a fair increase in the arrivals might not be surprising next week. With oat seeding practically completed farmers may take a few days off in order to haul a little corn. A rather brisk trade has sprung up in corn screenings, which result from kiln drying the grain. Feeders would do well to ask for samples of this product, which is selling at a very low price, everything considered."—*From Rosenbaum Review, Chicago, issue of April 15.*

CHANGES IN MEMBERSHIP

Chicago.—New members on the Board of Trade are: John H. Frazer, Edward J. Bawlf, John E. Jenkins, Harrison G. Dickey and Eric A. Peterson. The memberships of the following have been transferred: T. J. Prindeville, W. J. Scott, Walter Lyon, Est. of Alex. Stewart and Joy Morton. Reported by Secretary John R. Mauff.

Duluth.—Thornton W. Hall and W. G. Manley have been elected to membership on the Board of Trade whereas Clarence A. Brown and C. W. McTennan have withdrawn their memberships from the same organization. Reported by Secretary Chas. F. MacDonald.

Kansas City.—John P. Dolan's membership on the Board of Trade has been purchased by Clarence T. Kane.

Milwaukee.—Le Roy D. Godfrey and William F. Lippert have been elected to membership in the Chamber of Commerce.

New York.—David J. O'Keefe and E. W. S. Knudsen of the Hansen Produce Company; Harry S. Morris of Morris & Wilmarth are new members in the Produce Exchange.

Toledo.—Leeds Mitchell has been admitted to the Produce Exchange on the certificate of J. G. Steuer. Reported by Secretary Archibald Gassaway.

TERMINAL NOTES

Forest Hill has become associated with the grain and hay firm of Maguire & Co. of Cincinnati, Ohio.

The Gopher Grain Company was recently incorporated at St. Paul, Minn., with a capital stock of \$30,000.

The Federal Grain Company of St. Paul, Minn., has completed arrangements for building a 150-barrel corn mill.

On Friday, April 12, the Liberty Loan subscription on the Chicago Board of Trade passed the million dollar mark.

The Kansas City Board of Trade has adopted the new system of trading in corn, oats and kafir corn to become effective June 1.

The Armour Grain Company of Chicago, Ill., has completed arrangements for building a new warehouse and mill in Chicago.

Memberships on the Chicago Board of Trade recently sold at \$5,375 an advance of over \$2,000 over the price of a few months ago.

Warren A. Lamson, of Lamson Bros. & Co., Chicago, was a business visitor on a number of Eastern grain exchanges the first part of April.

F. G. Olson, manager of the Western Grain Company of Denver, Colo., made a short trip among his shippers in points in Colorado early in April.

C. C. Crowell, Jr., president of the Crowell Elevator Company of Omaha, Neb., left Omaha early in April for a short visit in Los Angeles, Cal.

Hallet & Carey Company of Minneapolis, Minn., has opened a branch office in the Security Building, Sioux Falls, S. D., with Robert A. Fruen in charge.

The Sloan-Simmons Grain Company has been organized to carry on a general grain business at St. Joseph, Mo. Offices are in the Corby-Forsee Building.

Almost 100 men were graduated for service by the Chicago Board of Trade signal school in March.

There are upwards of 100 men in the school at the present time.

D. O. J. De Vellier who was associated with the Quaker Oats Company's branch at New York, N. Y., for a number of years has gone with J. Blaustein & Co., Ltd.

A. W. Durrin of the McCaull-Dinsmore Company, Minneapolis, Minn., recently enlisted and is now connected with the Quartermaster's Department at Camp Pike.

H. S. Antrim and A. W. Lynch of Cairo, Ill., have been making a record as a committee for soliciting orders among the Cairo grain trade for the Third Liberty Loan.

John J. Stream, head of the Coarse Grains Division of the Food Administration, transferred his headquarters from New York to Washington early in April.

James De Veear, Jr., recently in the grain business at Minneapolis, Minn., has become connected with the grain and hay department of W. F. Jahn & Co. of Seattle, Wash.

H. V. Lancaster, who has been connected with the Dreyer Commission Company of St. Louis, Mo., for several years, has withdrawn from the company to take a much needed rest.

Paul Van Leunen, manager of the Cincinnati branch of E. W. Wagner & Co. of Chicago, Ill., has taken new, commodious offices adjoining the new Grain and Hay Exchange.

Charles P. Randall, member of the Chicago Board of Trade and a large operator in grain and provisions, sailed for France early in April, where he will take up Y. M. C. A. work.

The members of the St. Louis Merchants' Exchange will shortly vote on a proposed change in the rules which will permit delivery of No. 4 corn on contracts after June 1.

George F. Munson, for years past chief grain inspector for the Cincinnati Chamber of Commerce, has resigned to become chief inspector for the new Grain and Hay Exchange.

George E. Marcy, president of the Armour Grain Company, Chicago, Ill., who has been spending the late winter months on his ranch near Pasadena, Cal., returned home early in April.

The Letch Anderson Grain Company, Winnipeg, Manitoba, has been incorporated with a capital stock of \$200,000. It includes in the company G. C. Letch, grain broker, Winnipeg.

Earl C. Bear, head of the Bear Grain Company of Hicksville, Ohio, sends us a souvenir folder of views of Mineral Wells, Texas, where he has been sojourning on an outing from business.

A. S. White, president of the Chicago Board of Trade, has appointed L. F. Gates and Adolph Kemper as committee to co-operate with Government officials in regard to different questionnaires.

The American Wheat Company of Akron, Ohio, has been incorporated with a capital stock of \$25,000. The incorporators are Charles H. Spencer, S. O. Rexwood, Samuel T. Craig, F. A. Bees, I. U. Messer.

By a vote of 57 to 5 the membership of the Peoria Board of Trade of Peoria, Ill., recently increased its commission charge on cash corn to 1 per cent of the selling price. The rule became effective April 1.

The E. B. Marshall Company of Milwaukee, Wis., has been incorporated, with a capital stock of \$50,000, by E. B. Marshall, Donald and Maxwell Marshall. E. B. Marshall is owner of the Wilbur Stock Food Company.

The campaign of the Milwaukee Chamber of Commerce for the Third Liberty Loan started with a boom on the morning of April 8. It is expected it will surpass the splendid record made by the Chamber for the last two loans.

Walter Graff, son of L. G. Graff, president of the Philadelphia Commercial Exchange, Philadelphia, Pa., is training for a position in the American merchant marine, on board the United States Shipping Board training ship, *Calvin Austin*.

J. H. Wright, Jr., of the Nebraska-Iowa Grain

Company, Omaha, Neb., started the Omaha Grain Exchange subscription to the Third Liberty Loan with a record of \$250,000 in about 15 minutes. If but the kaiser could have been present to witness it!

President E. A. Fitzgerald, of the Grain and Hay Exchange of Cincinnati, Ohio, has appointed John De Molet, chairman; Redmond Fitzgerald and Dan B. Granger a committee to solicit among members for the Third Liberty Loan. Good progress has been made on the Exchange's self-allotment of \$200,000.

The original notice effective until April 1 that opinions or advices as to the future course of the markets on corn, oats and provisions for future delivery on the Chicago Board of Trade, should not be given out to the trade by the members of the Board, has been put into effect until further notice.

H. D. Irwin, second vice-president of the United States Grain Corporation, Food Administration recently sent a request to all grain elevator and mill operators in Pennsylvania, New Jersey, Michigan, Ohio and Indiana to give their support in facilitating the marketing of every available bushel of wheat during the next three months.

R. B. Waltermire, secretary of the Wichita Board of Trade, writes us that O. E. Bedell of the Brooks & Bedell Grain Company has purchased one of the memberships in the Board from W. F. McCullough and that J. H. Beyer of the Kemper Grain Company has purchased Stanley Christopher's membership of Kansas City.

The following officers have been elected to serve the Detroit Board of Trade for the coming year: President, C. R. Huston; first vice-president, T. W. Swift; second vice-president, H. C. Carson. Directors: A. S. Dumont, F. W. Lichtenberg, F. F. Caughey, George Beck, C. M. Martin, H. B. Simmons, Fred W. Blinn, David E. Stott.

The fine lawn of James A. Patten which extends from his handsome residence at Evanston, Ill., has been put under the plow and planted with potatoes and vegetables. Mr. Patten will continue the lawn as a truck garden until the end of the war, and his "crops," it is almost unnecessary to state, will go where they are most needed without regard to price.

J. W. Gasteiger & Son of Brooklyn, N. Y., have added a hay commission department to their grain receiving and elevator business. The manager of the department is John Rosenbrock, formerly in charge of the New York office of Miller & Berthoff. He is assisted by Emil A. Schumann, who has been connected with the hay business for a number of years.

The *Corn Trade News* of London, England, edited by George Broomhall comments very favorably in its issue of March 5 on an article by P. S. Goodman, statistician with Clement, Curtis & Co. of Chicago in which he tells of Uncle Sam's ample wheat supplies and points out that our great problem is one of transportation. The editor of the famous London paper agrees with Mr. Goodman in every particular.

Milton Crowe, who has been conducting for some time past a very successful grain brokerage business at Buffalo, N. Y., has discontinued same to assume the management of the grain commission department at Buffalo of the Urmston Grain Company. Mr. Crowe is well known throughout the Central States and may be expected to use his new and greater opportunities to serve his customers to the best possible advantage.

J. Ralph Pickell, editor of the *Rosenbaum Review*, published by the J. Rosenbaum Grain Company of Chicago, returned in April from a trip through sections of the Southwest. He published, during the trip, a series of articles on the business and crop conditions of the Southwest as he found them, and also gave a number of patriotic addresses at various army camps, using as a subject his experiences based on the timely topics of the day in which every one at the present time is interested.

The interest of the late Walter Hatelly in Hatelly Bros., provision and grain dealers, and in the Hatelly Cold Storage Company of Chicago, Ill., has been taken over by John A. Bunnell, a member of the firm for very many years. Both firms will be operated as Hatelly Brothers Company with \$850,000

paid-up capital. John A. Bunnell is president of the new company; Horace G. Newhall, vice-president and treasurer; Archer C. Hayes, vice-president and secretary; Peter Rothermel, assistant secretary.

The Board of Trade of the city of Chicago has given 1,050 of its members or employees to the Government service. A large service flag with that number of stars was unfurled "on 'Change" on the anniversary of America's entrance into the war.

J. T. McLaughlin & Co., who have offices in the New York Life Building, Chicago, will remove their grain and provision department to 446 Postal Telegraph Building on May 1 and their stock and cotton department to Rothschild & Co., Rookery Building.

Corn stocks in public elevators in Chicago on April 1 aggregated 76,000 bushels all kiln dried No. 3 yellow, having been transferred from private elevators for storage purposes. It marked the first time in about 9 months that public elevators had contained any corn.

A bill has been introduced in the New York State Senate which provides an increase from 5/8 to 1 cent a bushel the maximum charge for elevating, receiving, weighing and discharging grain by floating and stationary elevators and warehouses in a city of 150,000 inhabitants or more.

We have received from Secretary John R. Mauff the sixtieth annual report of the trade and commerce of Chicago for the year ending December 21, 1917. It gives complete statistics on grain, live stock, crops and prices for the period named, with some 400 pages of valuable information.

It was recently announced that on and after April 1 applications for the exportation of corn to Canada for feeding and manufacturing purposes must be accompanied by a Canadian import license permitting the consignee named in the application to import the quantity of grain specified.

G. R. Forrester has been appointed manager of the grain and feed department of Chatterton & Son at their new elevator at Toledo, Ohio. Mr. Forrester was for many years secretary and manager of the Pilliod Milling Company of Swanton, Ohio, and is well known in Toledo and central territory.

M. Purcell, one of the most popular grain men on the Buffalo Corn Exchange and for a number of years past with the Eastern Grain, Mill & Elevator Corporation, has been appointed chief of the milling division, coarse grain department, United States Food Administration, under John J. Stream.

A fine showing was made by the members of the Indianapolis Board of Trade in a monster parade at Indianapolis, Ind., on April 6, as a forerunner of the Liberty Loan campaign. The Bert A. Boyd Grain Company, P. M. Gale Grain Company, Kendrick & Sloan Company, H. E. Kinney Grain Company, E. Lowitz & Co., McCardle-Black Company, Merchants Hay & Grain Company, Urmston Grain Company and Frank A. Witt, with other well known members of the Board, whooped 'er up for fair you well! Berlin papers please copy.

A very attractive looking booklet was issued by Goffe & Carkener of Kansas City, Mo., on April 1 to commemorate their twenty-fifth anniversary. It gives a short history of the firm since its inception in 1893 with a word about the personnel of the present organization. Wallace Goffe and George Carkener are the principals of the company; Harry Mulhall is in charge of the future business; George Walton looks after the shipping orders; Howard Merrill works exclusively in corn, oats, bran and mill feed, and "Knights of the Road" are Ed Wood, "Tod" Sloan, and Walter Van Horn.

A very valuable aid to a proper understanding of the war situation in Europe was recently mailed to their friends by Southworth & Co. of Toledo, Ohio. It consists of a 20-page book the size of the leaves being 10x13 inches, large enough to display a good sized map. Commencing with the comparative areas of the countries at war, the maps give a full history of the war at a glance with the territories won and lost brought down to date. The concluding page gives the names of the nations involved with the dates of declarations of war, and the dates of the principal events of the war.

RECEIPTS AND SHIPMENTS

Following are the receipts and shipments of grain, etc., at leading terminal markets in the United States for the month of March, 1918:

BALTIMORE—Reported by Jas. B. Hessong, secretary the Chamber of Commerce:

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus..	213,257	1,988,027	452,197	1,927,670
Corn, bus....	683,966	3,492,099	.....	3,460,186
Oats, bus....	1,147,685	902,525	382,338	688,043
Barley, bus..	9,489	314,429	.....	233,165
Rye, bus....	293,449	668,182	438,146	548,905
Hay, tons....	11,959	3,585	.....	1,325
Flour, bbls..	535,687	273,473	.....	199,634

CHICAGO—Reported by John R. Mauff, secretary the Board of Trade:

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus..	533,000	3,460,000	206,000	3,049,000
Corn, bus....	14,045,000	7,976,000	4,964,000	4,844,000
Oats, bus....	9,699,000	10,692,000	3,934,000	7,923,000
Barley, bus..	2,245,000	1,959,000	971,000	671,000
Rye, bus....	482,000	453,000	201,000	335,000
Timothy seed, lbs.	2,554,000	6,279,000	5,160,000	7,775,000
Clover seed, lbs.	797,000	833,000	1,116,000	2,086,000
Other grass seed, lbs....	3,567,000	2,965,000	1,817,000	1,759,000
Flax s'd, bus.	79,000	26,000	3,000	4,000
Broom corn, lbs.	2,723,000	825,000	944,000	784,000
Hay, tons....	38,891	17,026	10,344	2,264
Flour, bbls..	1,003,000	1,386,000	1,086,000	1,264,000
Mill feed, lbs. 79,771,000	87,899,000	110,763,000	74,261,000	.....

CINCINNATI—Reported by D. J. Schuh, secretary the Grain & Hay Exchange:

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus..	187,307	186,551	165,831	138,285
Corn, bus....	1,169,046	883,007	476,289	614,972
Oats, bus....	326,753	515,001	273,953	445,199
Barley, bus..	94,374	37,209	9,591	36,055
Rye, bus....	75,767	17,204	76,355	17,877
Timothy seed, lbs.	2,394	1,304	2,399	3,987
Clover seed, lbs.	5,843	4,404	5,048	7,314
Other grass seed, lbs....	13,631	13,567	13,833	15,674
Flax s'd, bus.	.....	.....	6	12
Broom corn, lbs.	63,969	192,150	108,823	49,694
Hay, tons....	26,962	23,316	23,864	19,357
Flour, bbls..	103,662	150,322	84,247	114,834

CLEVELAND—Reported by M. A. Havens, secretary the Chamber of Commerce:

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus..	37,517	36,297	115,703	47,306
Corn, bus....	410,712	274,586	71,779	274,182
Oats, bus....	606,897	399,994	166,668	185,912
Barley, bus..	8,123	1,116	.....	.....
Rye, bus....	12,166	5,991	1,321	2,469
Hay, tons....	2,441	4,947	2,232	882
Flour, bbls..	65,739	73,545	2,571	30,991

DETROIT—Reported by M. S. Donovan, secretary the Board of Trade:

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus..	22,000	132,000	17,000	38,000
Corn, bus....	1,020,000	526,000	90,000	228,000
Oats, bus....	262,000	262,000	25,000	57,000
Rye, bus....	53,000	10,000	12,000	8,000
Flour, bbls..	7,000	32,000	5,000	40,000

DULUTH—Reported by Chas. F. MacDonald, secretary the Board of Trade:

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus..	191,316	314,377	279,773	207,327
Corn, bus....	88,010	10,150	83,435	1,500
Oats, bus....	24,708	18,513	8,550	36,411
Barley, bus..	147,641	139,682	35,422	5,371
Rye, bus....	3,984	21,505	30,263	2,910
Flax s'd, bus.	45,466	222,549	47,657	13,441

INDIANAPOLIS—Reported by Wm. H. Howard, secretary the Board of Trade:

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus..	66,000	78,000	.....	25,000
Corn, bus....	3,020,000	2,434,000	514,000	996,000
Oats, bus....	1,883,000	1,332,000	477,000	313,000
Rye, bus....	53,000	5,000	6,000	.....

KANSAS CITY—Reported by E. D. Bigelow, secretary the Board of Trade:

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus..	648,000	2,875,500	735,750	4,642,650
Corn, bus....	6,633,750	1,370,000	4,630,000	871,250
Oats, bus....	1,518,100	513,400	702,000	1,564,500
Barley, bus..	310,000	70,500	40,400	119,600
Rye, bus....	93,500	23,100	82,500	81,400
Hay, tons....	48,564	30,996	28,932	15,996
Flour, bbls..	60,450	48,100	156,975	321,425

MINNEAPOLIS—Reported by E. P. Kehoe, statistician the Chamber of Commerce:

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus..	3,251,840	10,448,730	976,140	2,867,700
Corn, bus....	3,212,330	1,536,420	2,089,910	1,462,860
Oats, bus....	6,655,770	2,371,160	6,004,220	2,943,800
Barley, bus..	4,755,900	1,405,140	2,822,620	1,304,970
Rye, bus....	1,095,250	407,590	734,850	251,320
Flax s'd, bus.	527,040	441,220	68,250	103,110
Mill stuffs, tons.	7,733	7,003	55,210	74,858
Hay, tons....	5,352	3,615	1,848	208
Flour, bbls..	57,395	89,514	1,275,643	1,581,686

NEW YORK CITY—Reported by H. Heinzer, statistician the Produce Exchange:

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus..	386,600	.....	670,293	.....
Corn, bus....	2,291,800	.....	617,015	.....
Oats, bus....	1,144,000	.....	347,318	.....
Barley, bus..	686,925	.....	728,427	.....
Rye, bus....	197,300	.....	325,604	.....
Timothy seed, lbs. ....	.....	.....	.....	.....
Clover seed, lbs.	720 Bags	.....	2,927	.....
Other grass seed, lbs....	.....	.....	.....	.....
Hay, tons....	14,267	.....	.....	.....
Flour, bbls..	830,839	.....	418,420	.....

OMAHA—Reported by F. P. Manchester, secretary the Grain Exchange:

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus..	235,200	1,321,200	553,200	1,353,600
Corn, bus....	2,433,600	2,305,800	6,545,000	1,803,200
Oats, bus....	2,416,000	1,710,000	1,808,000	1,544,000
Barley, bus..	300,600	96,600	135,000	71,400
Rye, bus....	170,100	37,400	99,000	41,800

PHILADELPHIA—Reported by A. B. Clemmer, secretary the Commercial Exchange:

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus..	406,615	.....	.....	.....
Corn, bus....	431,447	.....	.....	.....
Oats, bus....	1,012,861	.....	.....	.....
Hay, tons....	3,708	.....	.....	.....
Flour, bbls..	323,996	.....	.....	.....

TOLEDO—Reported by Archibald Gassaway, secretary the Produce Exchange:

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus..	69,600	163,000	307,900	112,400
Corn, bus....	634,800	313,800	156,500	113,100
Oats, bus....	493,600	335,200	299,700	135,000
Barley, bus..	209,700	3,600	.....	.....
Rye, bus....	35,500	3,000	16,500	3,300
Timothy seed, bags	16,199	10,589	5,817	6,140
Clover seed, bags	5,676	6,017	11,234	12,470
Alsike seed, bags	1,911	715	1,258	2,164

PORTLAND, MAINE—Reported by Geo. F. Feeney, traffic manager the Chamber of Commerce (export grain):

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus..	4,469,523	1,669,698	4,774,894	1,065,967
Corn, bus....	.....	131,391	.....	186,778
Oats, bus....	.....	32,365	.....	80,062
Barley, bus..	35,913	209,213	146,680	276,281
Rye, bus....	9,496	181,265	37,399	172,002

ST. LOUIS—Reported by Eugene Smith, secretary the Merchants Exchange:

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus..	739,263	2,924,733	629,160	2,435,030
Corn, bus....	5,102,460	2,273,370	3,620,930	1,503,810
Oats, bus....	4,790,000	2,420,800	2,969,610	2,033,430
Barley, bus..	190,580	28,800	161,620	2,180
Rye, bus....	88,082	23,100	34,700	20,220
Hay, tons....	32,064	14,804	17,440	9,820
Flour, bbls..	274,150	396,870	411,090	502,030

SAN FRANCISCO—Reported by W. B. Downes, statistician the Chamber of Commerce:

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, ctls..	61,886	.....	.....	.....
Corn, ctls....	14,880	.....	.....	.....
Oats, ctls....	26,901	.....	.....	.....
Barley, ctls..	114,322	.....	.....	.....
Hay, tons....	5,669	.....	.....	.....
Flour, bbls..	85,531	.....	.....	.....

TRADE NOTES

The Strong-Scott Manufacturing Company of Minneapolis, Minn., has taken over the business of the Willford Manufacturing Company, of Minneapolis, Minn.

A charter has been granted to the McConnell-Wolfe Bag Company of Fort Worth, Texas. Capital stock is \$5,000 and incorporators are W. E. Scott, J. R. Wolfe and J. N. McConnell.

The Industrial Iron Works, Inc., of Milwaukee, Wis., has been organized with an authorized capital of \$25,000 to engage in the manufacture of special machinery for the production of starch, glucose, banana flour and other materials of this character.

The Huntley Manufacturing Company of Silver Creek, N. Y., will rebuild its recently burned Canadian plant either at Tillsonburg, Ont., or at some point that may be selected. In the meantime orders for machinery are being filled from the home factory at Silver Creek.

R. J. S. Carter, who has for a number of years managed the electrical department at Minneapolis, Minn., for the Allis-Chalmers Manufacturing Company of Milwaukee, Wis., has become connected with the Strong-Scott Manufacturing Company of Minneapolis and will devote himself more particularly to pushing the sales of the Morris Grain Drier.

P. S. McAllister, for the past 17 years connected with the Burrell Engineering & Construction Company, of Chicago, Ill., has joined H. Z. Ballinger, of Bloomington, Ill., in the designing and construction of grain elevators, the firm being known as Ballinger & McAllister. Both members of the firm are men of wide experience in grain elevator building and mill work and equipped to contract for any kind of grain or flour mill work in all states. Offices are in the Unity Building, Bloomington, Ill.

It is generally conceded that Salvation is the only thing on earth that is absolutely free. However that may be, the Mutual Fire Prevention Bureau of Oxford, Mich., advertises that it has free service to grain elevator owners on all known hazards. They call the attention of the policyholders in the various companies which they represent that one reason for exercising, in these times, unusual care and diligence in protecting property against fire is the delay and difficulty which would be experienced in securing repairs or rebuilding owing to war conditions. All elevator owners who are in doubt about the proper methods of safeguarding their plants should take the matter up with the Oxford Bureau.

The Millers' Mutual Casualty Insurance Company of Chicago reports that its inspections of grain elevator and mill plants have stirred up a great deal of interest among owners. With very few exceptions every policyholder of the company has been

glad to have the opportunity to make the necessary improvements and installations to safeguard his plant and for the greater part without especial regard to the corresponding reduction in the insurance rate. The safety department of the casualty company has in preparation a booklet on "Merit Rating," which will fully explain the system now in use in making inspections and determining the rate in flour mills and grain elevators. When issued it will be mailed generally to the trade.

The Buenos Aires Elevator Company has recently awarded John S. Metcalf Company, of Chicago and Montreal, contract for a port elevator at Buenos Aires, Argentina, and plans are now being prepared. The elevator will be the most modern and rapid handling plant in South America, with an ultimate capacity of 50,000 tons, in addition to cleaning and drying facilities of considerable magnitude. The plant is designed to receive sacked grain from cars and to ship both in bulk and sacks to ocean vessels. In construction it will be of reinforced concrete on concrete piles. It is at present planned to purchase the greater part of the material and equipment necessary in this country. Mr. Charles F. Glavin, managing director of the elevator company, is well known to grain interests here and in Milwaukee.

The Anglo-American Mill Company of Owensboro, Ky., gives out the information that there are now over 1,200 American Marvel Mills in operation throughout the United States. The company organized and developed a short time ago the Community Marvel Millers' Association which is composed exclusively of Marvel Mill operators and it has been predicted that the next 10 years will see community milling in full swing throughout the wheat growing countries of the entire world. All purchasers of American Marvel Mills become automatically members of the millers' association, with all the rights and privileges which such membership affords. The Anglo-American Mill Company also indicates that they are given the most friendly co-operation by the United States Food Administration to whose requirements the Marvel millers are enabled to live in all particulars.

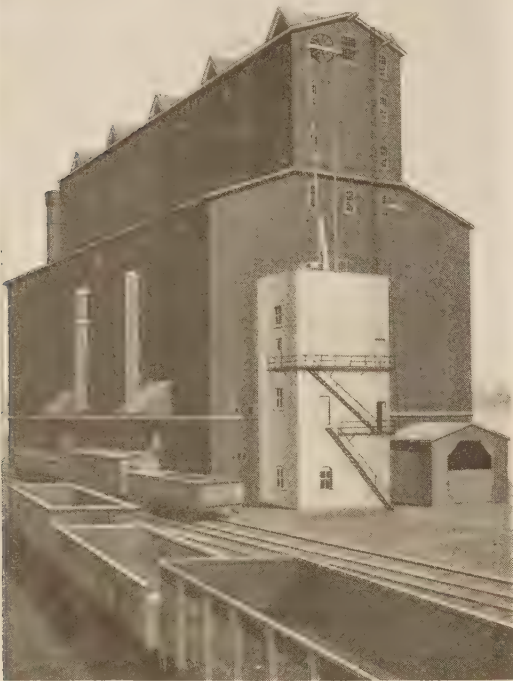
The art of printing and illustrating appears in its most perfect form in a 60-page booklet bearing the embossed title, "Hess Dried Is Best Dried"—just issued by the Hess Warming & Ventilating Company of Chicago. The purpose of the booklet is two-fold; to give expression to the many operators of Hess Driers throughout the country thus arriving at an opinion as to how the drier is generally regarded, and also to give a list of these users, showing the number and character of the firms who have installed these machines. The first 43 pages are given over to testimonials and the remainder to a list of users complete up to March

16, 1918. As an indication of the number of Hess Driers now being operated it may be stated that Chicago has 27; Illinois, 44; Indiana, 39; Michigan, 34; Ohio, 27; while numbers of the driers are in use in almost every state in the Union. The Hess Ideal Drier and Cooler No. 3, the carload-a-day machine, is specialized in the booklet, which will be followed shortly by a complete descriptive catalog of all the Hess Driers, fully illustrated with installations of both large and small Hess Drier equipments.

A LARGE HESS DRIER AND COOLER

When the large grain driers were first introduced a score or more years ago they were esteemed as much a luxury as a necessity. No one would apply this former word to them today. Few terminal elevators are without them and the country elevator has become a buyer of driers in very large volume.

That they are a marked necessity in these times, is proven by the Hess Drier and Cooler of 12,000 bushels daily capacity at the Trans-Mississippi



HESS DRIER AND CONDITIONERS AT BURLINGTON, IOWA

Grain Company's elevator at Burlington, Iowa, which has been operating day and night for the past five months on soft corn. The drier is installed in a brick and hollow tile housing and super-seeded two small Hess Driers of the portable type.

There are also shown in the illustration two Hess Out-door Conditioners. The Trans-Mississippi Grain Company was the first purchaser of one of these devices, at that time a pure experiment, and now uses six large ones at its various plants.

SHIPPING CORN TO CANADA

Supplementing the announcement released February 19, 1918 (W. T. B. R. No. 46), concerning the exportation of corn to Canada, the United States War Trade Board announces that after further consultation with the United States Food Administration and the Canadian food controller and in order to expedite the granting of export licenses, arrangements have been perfected as follows:

On and after April 1, 1918, applications for the exportation of corn to Canada for feeding and manufacturing purposes must be accompanied by a Canadian import license, permitting the consignee named in the application to import the quantity specified thereon.

Exporters should not apply for an export license until they have received from the prospective importer such import license, which should be securely pasted to the back of the application for an export license.

NEWS LETTERS

DULUTH S. J. SCHULTE - - CORRESPONDENT

THE intimation that the Food Administration at Washington proposes to direct some attention to dealing with alleged hoarders of wheat over the Northwest after May 15 was received with gratification by grain men here. It is conceded by operators that a considerable tonnage of wheat is still held by farmers in some sections of eastern Minnesota and eastern North Dakota, and experts here assert that the decision of the Food Administration to take drastic action in the way of commandeering the surplus grain was not made a moment too soon. Exporters and the milling trade on this market have been hampered during the last several months in fulfilling their contracts on account of the meager marketings by farmers in all parts of the country.

Duluth dealers are of the opinion that the holding up of the grain by growers was attributed to two causes, dissatisfaction over the working out of the new Federal grading rules and hopes that the price of wheat might be advanced to \$2.50 per bushel, in line with the bill recently introduced in Congress. It is pointed out that both these incentives to the holding up of marketing are likely to be removed. It is assumed that the revisions in the new grades of spring as proposed by the Administration and indorsed at the recent hearings by dealers and elevator men generally, will go into effect with the marketing of the new crop. It is regarded in trade circles as extremely doubtful if the \$2.50 price measure will become law in view of the recognition of the fact that a rearrangement of the whole fabric of grain prices would be entailed should the measure receive official and legislative sanction. Belief in that direction has been strengthened through the recent action of Canadian grain interests in declaring in favor of the present price basis in wheat being maintained for the marketing of the 1918 wheat crop up there.

Elevator interests at Duluth were pleased by the announcement that there is no intention of putting into effect a charge for spotting cars for loading or unloading on industrial tracks. It is now asserted that the proposal was only thrown out as a feeler, and that so numerous were the protests made against it that it was promptly shoved into the discard. The Duluth Board of Trade was among the bodies to register a kick, it being recognized that a serious tax would have been imposed upon the trade through its adoption. It, however, would have been passed on in due course to shippers and growers as one of the expense charges in handling their consignments.

Operators on this market are receiving the most encouraging reports regarding seeding prospects and soil conditions from over all parts of the Northwest. The outlook is asserted to have never been more favorable at so early a period.

Dealers here with connections over western Minnesota, North and South Dakota and Montana are confident that a record acreage will be seeded to wheat in spite of the exceptionally high markets in barley, oats and rye. William Grettum who recently made an extended trip over the Dakotas and Montana in order to study conditions at first hand, returned an optimist. "Farmers will seed a normal proportion of their acreage to wheat this season," he said. He found that Western growers

as a rule are inspired by patriotism and they recognize furthermore that a price is guaranteed them upon their 1918 wheat crop, while the markets upon other grains are uncertain. An object lesson as to that has been furnished them in the recent flopping about in barley prices.

Along the same lines the H. Poehler Company's Duluth office has received a letter from a large operator near Manhattan, Mont., in which it was asserted that the condition of the winter wheat crop in that district is practically 100 per cent at present. As a result of abundant rains and snowfalls, the usual dry areas in Montana are in splendid shape, and growers are consequently preparing to excel themselves in the extent of their spring seeding operations, the letter said.

* * *

Members of the Duluth Board of Trade have the slate all cleared for trading in flaxseed and rye under the plan proposed at the late conference of grain men at Chicago. The plan has received the formal assent of operators on this market and trading under it will probably be inaugurated on May 1. The executive officers of the Board will exercise a close supervision over all trades with a view to holding speculative operations down to a minimum. Operators are hopeful that a material improvement in trading will be brought about through the putting through of transactions under the new plan. A hedging market in oats may be established later as the need of it has been felt by operators.

* * *

There will be no rush of grain shipments around the opening of lake navigation this spring as a result of the limited stocks all the way down the line. Wheat stocks in the houses here, for example, now stand at around 450,000 bushels as compared with 11,565,000 bushels at this time last year. Stores of all grains aggregate less than 1,250,000 bushels out of a rated elevator capacity at the Head of the Lakes of 33,000,000 bushels. In place of any supplies being accumulated for shipment to Buffalo by the first boats to move in the spring, the elevators here are being drawn upon for shipments of wheat to keep interior mills in this district going.

* * *

Lake shipping experts here place the opening of the navigation season at around April 20. The harbor here has been clear of ice since April 1, a condition that had not been counted upon so early in view of the ice sheets having attained a thickness of more than 36 inches.

* * *

John D. Shanahan, a former operator on this market, but now associated with the Food Administration Grain Corporation at New York, was a recent visitor on the Duluth Board of Trade on his return to the East after a two months' inspection trip that had extended from the southern wheat-growing districts to the Pacific Coast, and then back over the Northwest. He expressed himself as an optimist regarding the early crop outlook for the season.

* * *

Trade in oats and other feedstuffs has been active locally so far this spring, according to R. M. White of the White Grain Company. The absence of stocks and small receipts has, however, placed a ban against Eastern shipments from this market. The call for hay, he asserted, has been fairly brisk during the last few weeks in spite of the fact that the market in the best grades of timothy at \$24 to \$25 per ton is averaging up \$8 higher than a year ago. The demand from this territory has been promoted through the failure of the crop in some Northwest districts last year. Receipts have been fairly liberal of late and the market is well supplied.

Duluth grain men are of the opinion that the crest of the markets in oats, rye and barley has been passed. The inclination in inner circles has been to allow the markets in those grains to work back to lower levels in order that they may be placed more on a parity with wheat. Barley is now quoted on the Duluth Board at \$1.45 to \$1.85 as compared with \$1.94 to \$2.38 a month ago, and rye at \$2.82 as compared with \$2.88 to \$2.90 at this time last month.

CINCINNATI

K. C. CRAIN - - CORRESPONDENT

ALL efforts at adjusting the controversy between the Chamber of Commerce and the Grain and Hay Exchange, as an affiliated organization, having failed, the grain men withdrew from the Chamber, as an organization, and on March 30, having perfected a new organization and secured adequate quarters, they paraded to the new trading floor in the Gwynne Building, at Sixth and Main Streets, and have since been there. It was for a time believed that notwithstanding the severance of relations between the two organizations, no change in location would be necessary, as it was suggested that the logical and sensible thing to do was to effect a lease of the former trading floor of the Chamber for the use of the new Exchange. No offer of such an arrangement was received from the Chamber, however, and the grain men accordingly effected arrangements with the Gwynne Building by which they have secured a trading floor of 4,100 square feet, well lighted, on the second floor of the building, which is a handsome fire-proof structure of 12 stories, completed only a year or so ago. Adjoining the trading floor a series of offices for the executive force of the Exchange is being partitioned off and equipped; ticker service covering the New York stock market, the Chicago grain market and other leading markets has been installed, and, in fact, the facilities now available for the trade differ in no wise, as to comprehensiveness and convenience, from those which were formerly enjoyed in the Chamber of Commerce.

Following the incorporation of the new Cincinnati Grain and Hay Exchange, which action was taken as soon as it became evident that the breach with the Chamber of Commerce might prove to be irremediable, 44 leading firms took stock in the company in order to enable it to proceed to secure quarters and otherwise to prepare for business. A set of by-laws was adopted at a meeting at which F. F. Collins presided as temporary chairman, and the following directors were elected: B. H. Wess, W. R. McQuillan, W. A. Van Horn, Elmer H. Heile, E. A. Fitzgerald, John E. Collins, Jr., E. B. Terrill, C. S. Custer, Murray Eisenfelder, John H. Dorsel, Alfred Gowling, H. E. Richter, H. M. Brouse, Max Blumenthal and C. S. Maguire.

These directors, meeting on the following day, proceeded to elect the following officers: President, E. A. Fitzgerald; first vice-president, E. B. Terrill; second vice-president, W. R. McQuillan, and secretary and treasurer, C. S. Custer. D. J. Schuh was made executive secretary, general manager and chief of the several operating departments, with D. S. Reeves as assistant in charge of traffic.

A number of committees were appointed to look after the work of securing quarters and arranging for the installation of the necessary equipment, as well as the following standing committees: Executive—E. A. Fitzgerald, W. R. McQuillan, M. Eisenfelder, J. H. Dorsel and H. E. Richter; Inspection and Weighing—Alfred Gowling, H. E. Richter, B. H. Wess, H. M. Brouse, W. A. Van Horn, W. R. McQuillan and E. B. Terrill; Trade Rules—H. M. Brouse, John E. Collins, Jr., E. H. Heile, W. A. Van Horn and E. B. Terrill.

An interesting provision of the by-laws adopted, with the object of getting all would-be members in at once, was that all entering before April 10 would

not be required to pay an initiation fee. The capital stock of \$10,000 is divided into 100 shares of \$100 each, and dues of \$50 for each firm membership and of \$25 for additional members in a firm are to be paid. After April 10 an initiation fee of \$2,500 will have to be paid by additional members, according to President Fitzgerald, and as sales on this market will probably call for weights and inspection of the Cincinnati Grain and Hay Exchange, the desirability of membership is obvious. In fact, virtually every member of the trade in Cincinnati which belonged to the organization as a part of the Chamber of Commerce has joined the new Exchange.

One effect of the move, naturally, was a corresponding move on the part of a number of grain men located in the Union Central Building. The convenience of being in the same building with the trading quarters of the Exchange had induced many grain and hay concerns to locate in the Union



HOME OF THE CINCINNATI GRAIN & HAY EXCHANGE

Central, and the move to the Gwynne Building, for the same reason, pulled them over there. Among the concerns which have secured quarters in the Gwynne Building are E. W. Wagner & Co., the A. C. Gale Grain Company, Elsas & Pritz, and others, while many more are preparing to move as soon as they can make the necessary arrangements. With the dedication of the new quarters on May 1, by which date everything promises to be in apple-pie order, the new exchange will be firmly settled in its home, as it already is as far as the routine business of the trade is concerned.

A new plan which has been placed in operation by the Grain and Hay Exchange, under the direction of Secretary D. J. Schuh, is the division of Cincinnati and adjacent territory into five switching districts for the weighing and inspection of grain. This action was decided upon by the directors at a meeting held recently at the Hotel Sinton, and subsequently seven supervisors of weights were appointed, with an adequate number of deputies, to cover the five districts thus laid out. The plan is

expected to expedite the handling of shipments considerably, as it will be unnecessary for the inspection to be handled haphazard, but the work will be taken care of promptly by the inspectors in the district in which the car is placed.

* * *

A fire in the Covington, Ky., warehouse of the Early & Daniel Company, occurring shortly after one of the most outrageous cases of pro-German destructiveness which has taken place in this section since the war began, in the opinion of thousands of people, caused much excitement both in Cincinnati and in the Kentucky city. The blaze was extinguished after it had caused a loss of about \$1,000 in hay and grain, and after another small fire had been put out, this circumstance, in the opinion of the Covington fire department authorities, pointing strongly to incendiary work. It will be recalled that not many months ago the hay-pressing plant operated for the Government by the Early & Daniel Company near Cincinnati was destroyed by fire, under circumstances which made it practically certain that pro-German incendiaries caused the blaze. Moreover, during the excitement following the incident referred to, which was the poisoning of a large number of artillery horses, six livery stables were fired, evidently by incendiaries. The artillery horses, 700 in number, were unloaded at Covington yards for a rest, with feed and watering, after shipment from Camp Grant, at Rockford, Ill.; and they were immediately seized by a mysterious ailment which shortly caused the death of nearly 300 of them. The remainder, which were promptly removed to the green infield at the Latonia race-track for observation, appeared to recover, although more of them died, it is understood, after reshipment East.

Several veterinaries who worked on the case declared that no doubt existed in their minds that some poison had been used, as the symptoms of death were not those of foundering or of any natural ailment. The War Department, however, after several weeks, announced that death was apparently due to an ailment resulting from watering after being too long without feed. This theory is rejected by thousands who viewed the horses, including many experienced horsemen, as being contrary to the evidence and to common sense. The feed given to the horses was thoroughly examined, and found to be all right as to quality, having been obtained from a Covington feed concern near the yards. The water was also tested, and found to be pure. A mass meeting at which 20,000 persons were present was held the Sunday following the death of the horses, and vigorous denunciation of German spies and other enemies was expressed, so that no matter what the cause of the affair, it has reacted against the Huns.

* * *

As rain lately has interfered considerably with operations at the hay-plugging station on Front Street, it has been decided to build a roof over the tracks, in order to prevent business from being interrupted, and to protect the hay from the weather. The roof will cover the entire space set aside for the hay market, and will enable work to go ahead regardless of weather conditions, as the space between the tracks is paved with brick. The work has begun, and will accomplish a great improvement.

* * *

Frame, Knight & Co., of Baltimore, have filed suit against the Early & Daniel Company and the Richter Grain Company, both of Cincinnati, for damages based on alleged contracts to furnish white corn at a stipulated price, which contracts, it is asserted in the suits, were not completed, forcing the plaintiffs to go into the open market and purchase the corn at advanced prices. The total amount of corn covered by the alleged contracts is 60,000 bushels, and damages of \$4,400 and \$27,150 are asked of the Richter Grain Company, and of \$9,750 from the Early & Daniels Company.

* * *

That the Ohio Fire Marshal meant business recently when, following a thorough inspection of all grain houses in Cincinnati, he published a list of hazardous conditions existing, with a warning that

they must be eliminated, is indicated by action taken in the case of J. R. Stafford, head of the Stafford Grain Company. Mr. Stafford was arrested, considerably to his astonishment, by local authorities, under a warrant sworn to by the Fire Marshal, charging that he failed to make certain repairs about his elevator for the purpose of eliminating fire hazards. He was promptly released on bond, or bonds, tendered by H. E. Richter, of the Richter Grain Company, in the shape of \$500 worth of Liberty Bonds, pending his arraignment in the Municipal Court.

* * *

Failure to observe the requirements of the Food Administration resulted recently in a reprimand to H. W. Howard & Co., Cincinnati grain merchants, misunderstanding of the operation of certain details bringing about the action taken.

* * *

The Early & Daniel Company has awarded to A. G. Samuelson & Sons the contract for the construction of a corn-drying plant, which will be built in the rear of the company's general plant at 1116 West Sixth Street, thus adding to the equipment available the means of rendering merchantable much corn, especially of the last year's crop. The plant was designed, and the equipment will be installed by the Hess Warming & Ventilating Company of Chicago.

* * *

The scarcity of seed corn among Ohio farmers is being remedied, to a certain extent, by the action of the state, which purchased 65 cars of corn tested as of the proper value for the purpose. This corn is to be distributed among the farmers of the state, applying through their county agricultural agents, and after arrangements have been made by them to pay sight drafts for the price of the corn, which has been fixed at \$4.35 to \$5.00 a bushel, depending upon grade. No profit whatever is allowed in this price, which covers barely the cost of the corn to the state and the cost of transportation. Representatives of the Ohio State University selected the corn after making careful germination tests. Not less than 80 per cent germination is expected of the entire shipment.

* * *

The demand for and the value of high-grade seed corn was demonstrated recently at the sale of farm equipment held at the estate of Charles H. Simms, near Dayton, Ohio, on account of the fact that the property will be used by the flood prevention authorities. The property sold included 700 bushels of highly-tested seed corn, ranging from 95 to 100 per cent, and some of this corn sold at \$20 a bushel, as compared with \$5, the price fixed for ordinary seed corn in Ohio, and \$10 for what is called "pedigreed" corn.

CAIRO SPECIAL CORRESPONDENCE

CAIRO Board of Trade members continue to be much annoyed by so-called blind bids that are going out to the trade in Illinois, the name of the bidder not being shown. Shippers are advised that any and all bids for the account of members of the Board of Trade of Cairo invariably carry the name of the bidder. These blind bids are made on a basis, so we are advised, of Cairo terms and are very misleading, especially so in view of the fact that these bids very frequently are above prices at which the Cairo Board of Trade members are bidding, or would bid. It will continue to be the practice of the members of the Cairo Board of Trade to bid as heretofore, that is, invariably having the name published on broker's card bids on each and every bid that they make. In other words, a bid that does not carry the name of the bidder and made for Cairo terms is not a bid of any member of the Cairo Board of Trade.

J. C. Bartmes has been appointed manager of the Roberts Cotton Oil Mill.

* * *

H. S. Antrim, Jr., and his bride, of Phoenix, Ariz., are here on their honeymoon. Mr. Antrim is now located at Phoenix, Ariz., where he has purchased a plantation and is raising cotton.

* * *

The Samuel Hastings Company have under construction six concrete storage tanks with a capacity of 20,000 bushels each. This will give them a storage capacity of 220,000 bushels. They also have a Hess Drier under construction.

* * *

The dealers here are all complaining of dull business, there being practically no demand at present in the South for grain or feed.

* * *

The new wheat in this territory is looking fine and has had favorable growing weather with the exception of the last couple of days, when it turned cold and we have had a frost.

* * *

The farmers have been busy planting corn. About one-fourth of the crop has been planted in the last 10 days.

* * *

The grain dealers have taken an active part in the Third Liberty Loan drive. H. S. Antrim and A. W. Lynch are boosting the loan among the grain men and have already gone over the top.

NEW YORK C. K. TRAFTON - CORRESPONDENT

THE campaign for the Third Liberty Loan on the New York Produce Exchange was inaugurated by a big patriotic rally on the huge trading floor, which was thrown open to the public. The announcement that Thomas W. Lamont of J. P. Morgan & Co., would make the principal address; that music would be furnished by a military band; and that Miss Louise Homer, daughter of the famous opera singer, would sing, attracted a large crowd. The meeting was opened by President R. A. Claybrook, who made a brief address and introduced Mr. Lamont. That gentleman's stirring words, the beautiful singing of Miss Homer, and the rousing music by the 22d Regiment Band and by the fife and drum corps of the Equitable Life Assurance Society aroused great enthusiasm and when Mr. Claybrook called for subscriptions they came thick and fast. When the rush was over the big recording dial showed the total of \$2,200,000. This was considered a decidedly encouraging start toward the ambitious goal set by the Liberty Loan Committee of the Exchange—\$10,000,000. For the Second Liberty Loan the handsome sum of \$6,000,000 was collected by practically the same committee, which was made up as follows: Wm. H. Kemp, chairman, George W. Blanchard, vice-chairman, George A. Zabriskie, Wm. T. Brainard, Edward R. Carhart, Edward G. Broeniman, Harry J. Greenbank, C. Walton Andrus, A. Montgomery, Jr., Yale Kneeland, Louis G. Leveich, Charles W. McCutchen, Wm. C. Mott, George Rossen, Wm. P. Callaghan, F. B. Cooper, Edward Flash, Jr., Benj. Frankfeld, J. P. Grant, Henry Holt, Charles E. Kuh, George S. Mahana, Walter Moore, N. R. Schoonmaker, M. B. Snevily and A. P. Walker.

* * *

C. S. McKinstry, formerly connected with the Hecker Cereal Company and Morrow & Co. in New York and with the Armour Grain Company in Chicago, who returned to the East several weeks ago, has become connected with the sales department of the Jersey Cereal Company of Cereal, Pa., manufacturers and distributors of whole wheat flour, corn goods, and other food products.

* * *

Merchants and brokers in this city, particularly

members of the Produce Exchange, but more especially those identified with grain, etc., were much amazed and provoked by a report published in a newspaper which stated that only seven new barges were under construction for the new Barge Canal. In their judgment such a meager showing is both shameful and unpatriotic. This is the time when a great many large canal boats or barges are greatly needed because it will be necessary to move huge quantities of commodities and merchandise via the canal, partly because the railroads are over-taxed, mainly as a result of the war. Moreover, a large supply of barges would greatly help to make up for the scarcity of cars. It is generally admitted that, because of the congestion on the railroads, freight shipments can make better time via canal between Buffalo and New York than by rail. It would seem to be high time that state or Federal authorities took drastic steps to bring about a larger supply of boats. There can be no doubt that the "speeding-up" and the prospective great expansion of our war program will result in an enormous increase in the volume of freight moving to the seaboard, and hence the imperative necessity of using the Barge Canal and other inland waterways to their maximum capacity must be apparent to all.

* * *

An announcement was recently posted on the Produce Exchange bulletins to the effect that John W. Grabau, hay and feed dealer of Rockville Center, L. I., had been denied representation on the Exchange floor during the pleasure of the Board of Managers and members were prohibited from transacting business with him or for his account.

* * *

Charles W. Band, manager of the New York office of James Carruthers & Co., Ltd., the big Canadian grain firm, received a hearty welcome from his many friends on the Produce Exchange floor when he returned to his post recently. He had evidently been greatly benefited by his month's vacation in Florida.

* * *

Selah Young, one of the oldest and best known members of the grain trade is now associated with the New York office of Bartlett Frazier Company, having severed his connection with the local branch of Thomson & McKinnon. Mr. Young, who was prominent many years ago, when connected with the old firm of E. A. Kent & Co., is considered one of the best-posted and most reliable men in the trade.

* * *

The Board of Managers of the Produce Exchange has admitted the following applicants to membership: David J. O'Keefe and E. W. S. Knudsen of the Hansen Produce Company, grain and produce merchants; Harry S. Morris of Morris & Wilmarth, stock and grain commission.

* * *

J. F. Vietor of Wm. H. Muller & Co., grain merchants, is an applicant for membership.

* * *

H. H. Langenberg of Langenberg Bros. Grain Company, St. Louis, who recently resigned his membership in the Produce Exchange, was on the floor for a short visit early this month.

* * *

Alfred T. Martin, a member of the Chicago commission firm of Bartlett Frazier Company, received a cordial welcome recently from members of the grain trade on the New York Produce Exchange, where he had been active and popular for many years.

* * *

Other prominent Chicago grain men who visited friends in the local grain market recently were: Charles L. Dougherty of C. L. Dougherty & Co.; Fred. S. Lewis of F. S. Lewis & Co.; Arthur G. Delany of Thomson & McKinnon; George W. Beman of Simons, Day & Co., and Sam Mincer.

* * *

John Melady, one of the best known handlers of Canadian grain, was warmly greeted by his many friends when he returned to his post on the Produce Exchange recently. It was evident that his

stay of two months in Florida had done him a lot of good.

* * *

According to a notice recently posted on the bulletin boards of the Produce Exchange, Frank S. Selleck, local dealer in grain and feed, is unable to meet his mercantile obligations and all contracts with him must therefore be closed.

* * *

Wm. H. Budd, who recently resigned his membership in the Produce Exchange, has made application for reinstatement, as he has gone into business on his own account, partly as a local dealer in hay, grain and feed, and partly as purchasing agent for the Long Island Duck Growers Association. For many years Mr. Budd was associated with the old grain commission firm of S. W. Bowne & Co., and when that firm went out of business he went with the firm of Shaw & Truesdell, commission merchants and elevator owners of Brooklyn.

* * *

The announcement of the death of James Simpson came as a great shock not only to his fellow-members on the New York Produce Exchange, but to members of the grain trade in all markets of the country. Mr. Simpson, who was only 55 years of age, was attending to business on Friday, March 15, prior to taking a trip to Toronto, in which city he died on the following Monday morning, the 18. His remarkably sudden death, which was caused by pneumonia, was particularly astonishing because he was known to be in excellent condition, having recently passed an examination for additional life insurance. He had been a prominent figure in the grain trade for over 30 years, latterly as president of the Simpson, Hendee Company, grain merchants, which he had organized with the late Abner Hendee. During his whole business career Mr. Simpson was deeply interested in foodstuffs and grain of all kinds, but he was regarded particularly as a leading specialist in oats as he was believed to be about as well-informed about that cereal as any member of the trade, having made it a special study for a good many years. At a largely attended meeting of the members of the Produce Exchange eulogistic remarks were made by several prominent members of the trade and suitable resolutions were adopted.

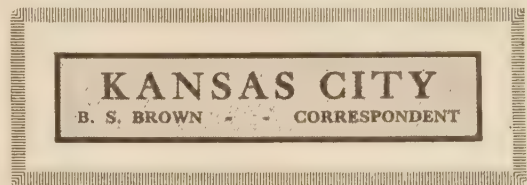
* * *

Owing to the death of James Simpson, a reorganization of his firm, the Simpson, Hendee Company, became necessary. As a consequence, Joseph W. Danforth, Mr. Simpson's partner for many years, was elected president. Mrs. Alice D. Simpson, the widow, was elected vice-president, and George Simpson, brother of James, treasurer. J. E. Baker was re-elected secretary. The business will be conducted along the same lines as in the past.

* * *

James A. Patten, for many years recognized as one of the leading grain traders in the country, but now practically retired from active dealings, devoting most of his time to his official duties as vice-president of the Chicago Board of Trade, was a visitor on the N. Y. Produce Exchange early in April. Speaking regarding the trading in new style corn contracts in Chicago, which opened at \$1.55 to \$1.60 for July, Mr. Patten stated that while the price was higher than generally anticipated, he did not consider it particularly remarkable, as they were practically on a fair parity with cash values. In his judgment, the change to the new style contract was a desirable one as it would greatly facilitate trading, and especially hedging, and thereby lead to greater activity and more normal and healthy conditions. He spoke in a decidedly optimistic strain respecting the outlook for the growing wheat crop. In his opinion the damage by winter killing had been exceedingly small; in fact, probably about the smallest on record, and furthermore, the timely rains since the official figures were compiled convinced many that the prospect had been improved during the past two weeks. Therefore he considered it safe to anticipate a still brighter report in May with an indicated total of winter wheat somewhat over 600,000,000 bushels. Mr. Patten also expressed himself as gratified with the outlook in spring wheat

territory as seeding had made satisfactory progress and was nearly completed over a wide area, particularly in Minnesota and South Dakota. In his judgment, the anxiety manifested respecting the scarcity of seed corn was exaggerated.



A FLOOD of corn came into Kansas City during March, the total of 6,633,750 bushels being far beyond any previous March record and more than 1,000,000 bushels in excess of the February movement. The nearly 20,000,000 bushels of corn that came to Kansas City since July 1 are almost as much as the volume of wheat arriving here in that period. Lots of the corn was kiln dried but the quality generally was fairly good. Elevator men helped materially in disposing of the arrival though their restrictions on hedging facilities proved somewhat of a handicap. Oats also made a new record for March in 1,519,800 bushels, Government purchases being an important avenue of distribution. In the case of wheat, the



THE LATE J. E. SEAVER

movement was largely from immediate Kansas City territory, there being far less of the Pacific Coast wheat than previously. It is said that there is a comparatively small amount of wheat held in farmers' hands though men in the trade know of a few good sized lots.

* * *

The Kansas City Board of Trade voted 99 to 2 to adopt a resolution for the restoration of future trading in corn, oats, kaffir, milo, and feterita. While there will be rigid control over the volume of future trading by individuals and firms the operations in corn futures will be unrestricted on a basis of relative values to cash grains.

* * *

C. G. Brogan, a grain dealer of St. Paul, Kan., connected with the Farmers' Grain Company there, died April 1 as a result of an automobile accident.

* * *

James E. Seaver, a member of the Kansas City Board of Trade for 30 years, and president in 1904, died at his home in California March 12. Mr. Seaver was 67 years old. He had been manager of the Midland Elevator for many years in Kansas City. He left this city in 1916 to join his son Everett H. Seaver, in Los Angeles, Cal., where both were associated with the Fulton Shipbuilding Company, builders of wooden ships for the Government. Mr. Seaver is survived by his widow, his

son Everett and his sister in Kansas City. Burial was in Los Angeles.

* * *

J. F. McElvain, vice-president of the Moffatt Grain Company, signaled a driver of an automobile stationed at Twelfth and Walnut Streets, recently, and employed him to drive to his home at 4222 Harrison Street. The driver took the car, however, to an isolated spot on the boulevard, where a companion clubbed Mr. McElvain, and threw him from the car. When he recovered consciousness he discovered that \$10 in money, his watch and a diamond ring were missing.

* * *

The hearing in Kansas City March 18 on the subject of new wheat rates gave many persons connected with the industry an opportunity to express their opinion. Charles J. Brand, chief of the Bureau of Markets, presided. More than 300 grain dealers, millers, farmers, and inspectors were present, including officers of the Grain Dealers Association of the Southwest.

* * *

Clarence T. Kane, of the Kaw Grain & Elevator Company, has purchased the membership of John P. Dolan, a feed dealer in the Kansas City Board of Trade, for \$7,000, including the fee of 500, an advance of \$500 over the highest previous price paid.

* * *

John W. Bomgardner, prominent Kansas City grain merchant for a great many years, and at one time a partner of John D. Rockefeller, died Easter morning at the home of his daughter, Mrs. H. L. Ebert. The death was due to a slight paralytic stroke. Up to a few weeks ago Mr. Bomgardner took an active interest in his business, the J. W. Bomgardner Grain Company which he had established in 1890. He was born near Harrisburg, Pa., in 1830, entered the grain business in 1860 at Portsmouth, Ohio, and came to Kansas City in 1890 when he established the J. W. Bomgardner Grain Company. Besides his daughter, Mr. Bomgardner is survived by two sons, W. E. Bomgardner, Los Angeles and J. E. Bomgardner, Kansas City.



ELEVATOR and grain interests at Buffalo are eagerly scanning the Government reports showing the amount of ice in the channels along the Great Lakes from the heads of Lakes Superior and Michigan to Buffalo. Warm weather during the last two weeks has had a tendency to open the channels but there is little likelihood that any large number of grain carriers will start forward until after April 15. Elevator men feel that no ships will arrive in port until after April 20.

Owing to the large number of grain carriers commandeered by the Government for Trans-Atlantic service and withdrawn from the Great Lakes trade, there will be a big scarcity of boats for the grain trade this season. During the winter a number of ships were cut in half at lower Lake Erie shipyards and will be rejoined at Montreal for Trans-Atlantic transport service.

Because of the scarcity of bottoms, there is every evidence that rates will be high this year and unless the Government steps in and fixes the maximum carrying charge on grains, there is a general belief that rates will be higher than ever before. Few charters have been made for more than the first round trip and many vessel owners are holding off on quoting rates on the opening trip until they see what rates will be put into effect.

There is every evidence that this will be an unusually busy season for the grain carrying boats on the lakes. While elevators at the head of the lakes are not holding any great volume of grain, the April crop reports of the Department of Agriculture indicate a bumper crop of winter wheat, especially in Illinois, most of which will be moved

out of the port of Chicago. The Canadian Northwest is preparing for a record-breaking crop this year and practically all of this grain will be moved through the port of Buffalo and because of this fact, elevators along the waterfront are prepared for any condition that may arise.

The storage facilities of the large waterfront elevators are larger than ever before and the bins will probably be called upon to store immense quantities of grain this summer. The enlarged Erie Canal between Buffalo and tidewater will be open for navigation May 15 and this state water route will relieve the railroads in the matter of moving grain from Buffalo to Atlantic Coast ports where a large part of it will be re-shipped to France and England.

* * *

Members of the Buffalo Corn Exchange are rallying to the support of the Third Liberty Bond campaign and scores of prominent grain merchants and elevator officials are co-operating in the joint movement of all trades and professions to have Buffalo, "go over the top" in the Third Liberty Loan drive. Grain merchants are members of the various general committees and many of them have already subscribed for large blocks of these war loan securities.

* * *

Elevating interests at Buffalo and New York City are making vigorous efforts to have the Gibbs-Meyer Bill pass the New York state legislature at Albany. This measure would allow grain elevators to increase from $\frac{5}{8}$ cents to 1 cent a bushel, the maximum charge for elevating, receiving, weighing or discharging grain. When the bill came before the lower house of the legislature April 5, it was defeated by a vote of 43 to 69 but on motion of a Buffalo assemblyman, the measure was laid on the table for re-consideration. It will be called up again when there is a full attendance. A similar measure is before the state senate. Edward R. O'Malley of Buffalo representing various grain elevating companies has been in Albany lobbying for the bill and trying to secure the support and co-operation of members of the legislature.

Socialists in the legislature were bitterly opposed to the measure. In answer to a plea from the elevator companies that wages have been increased and that all expenses have greatly increased, the Socialists said that since the rate was fixed 30 years ago, elevators have installed more efficient equipment that has reduced the labor cost and has decreased the expenses of operating elevators.

Assemblymen who spoke in favor of the bill, especially Buffalo members of the legislature said that in cities outside of the state a higher rate for elevating grain is charged. In Duluth, one assemblyman said, the rate is $1\frac{1}{4}$ cents and in Chicago 1 cent a bushel. During the last 10 years wage increases amounting to 55 per cent have been granted to employes by Buffalo grain elevators and now the workers are asking for another wage advance of 30 per cent.

Union men employed by the elevators are trying hard to have the bill passed for it is upon the success or failure of the measure whether or not they will receive another increase in pay. Buffalo assemblymen pointed to this condition and said that elevators should be allowed to increase their elevating charge so that the men could be granted an emergency wage increase.

* * *

Grain carriers and all other boats operating upon the Erie Canal between Buffalo and Albany and Atlantic tidewater points will be numbered this year under a new order of the state superintendent of public works. For years all boats on the state waterway have been named. While the vessels will be permitted to retain their names, the owners have been directed to paint the designated numbers on the boats in figures at least four inches high. The new ruling is devised as a war measure to increase the efficiency of the inland water traffic.

* * *

Almost every enemy alien employed at the grain elevators and warehouses along the waterfront in the barred zone along the American-Niagara frontier has been discharged. Beginning April 1,

the new barred zone regulations went into effect and now all visitors and persons employed in this area must produce U. S. waterfront passes issued by the Federal marshal's office. No one will be allowed to approach a grain elevator unless he has a Federal pass. This is a war measure to safeguard the large terminal elevators where tens of millions of bushels of grain for the Allies will be handled within the next seven months.

* * *

An agreement has been reached between representatives of the Niagara Falls power generating industries, the Buffalo General Electric Company and grain elevators so that these essential war industries will have a full supply of electric power to meet their full requirements. For some time the electric power of the elevators has been cut off intermittently, thereby delaying the elevation of grain and many times preventing boats from getting away from port on schedule time.

MILWAUKEE
C. O. SKINROOD - CORRESPONDENT

THE splendid loyalty work of the present administration of the Chamber of Commerce of Milwaukee, together with its general record of efficiency in business lines, led to the re-election of Herman W. Ladish as the president of the Chamber at the annual election held on April 1. Other officers elected at that time were: H. H. Peterson, first vice-president; H. M. Stratton, second vice-president; H. A. Plumb, secretary and treasurer; L. L. Runkel, William E. Schroeder, and James Mahon as members of the Board of Directors; Charles Coughlin, A. L. Johnstone and W. G. Kellogg, Board of Arbitration; and S. G. Courteen and Wallace M. Bell as members of the Board of Appeals.

* * *

Milwaukee has had quite a remarkable run of corn during the month of March, the record showing 2,490 cars received here compared with just 827 cars for the month of March, 1917. This indicates that the corn trade was approximately three times as large as last year. This was due to the more general marketing of corn in all parts of the Corn Belt. It was also due to the fact that Milwaukee found facilities for drying corn to the extent of 620,000 bushels every 24 hours. With the large amount of corn which had excessive moisture content, these corn drying facilities were called into action and helped to popularize this market. The heavy run of corn is now over and the bulk of the movement of the corn from the country is believed to have been completed according to the best opinion of the Milwaukee traders. A recent rise of 10 cents a bushel in corn has come about largely through the increased demand as compared with a more limited supply.

Receipts of grain for the first week of April at the local market were 119 cars of barley, 337 cars of corn, 355 cars of oats, 7 cars of wheat and 26 cars of rye; total for the week 845 cars, against 1,311 cars the week before, 714 cars a year ago and 802 cars in 1916. These figures indicate that wheat trading is down to the minimum; and that barley, corn and oats trade are pretty nearly normal after the exceedingly heavy receipts for the previous week, the last one in March. Reports obtained by grain men are to the effect that farmers are now so busy in the fields that they will have little time and opportunity for the marketing of corn.

* * *

Country shippers have been advised by the Milwaukee trade that wheat may be shipped to any market regardless of the wheat zone that is concerned. The milling and shipping demand for wheat at Milwaukee are reported as excellent.

* * *

H. H. Peterson of the L. Bartlett Company has just received a letter from his son, Harry, who was

with the One Hundred and Seventh Engineers and who was believed lost on the *Tuscania*. He told of the difficulty in lowering the boats after the *Tuscania* was struck by a torpedo. After about a half hour of feverish smoking of cigarettes, a new chance for life was offered, young Peterson said, when ropes were thrown out to a torpedo boat destroyer that had drawn alongside. The two boats were connected by many ropes and many Americans took the long slide down the ropes for their lives. Had all of them waited for this opportunity, Mr. Peterson says, all would probably have been saved.

* * *

The sessions of the Chamber of Commerce will remain the same under the new daylight saving schedule. All clocks of the Chamber were advanced an hour to conform to the new hours laid down by the Federal law.

* * *

William George Bruce, secretary of the Association of Commerce, is taking a strong stand for local harbor improvements which will be of peculiar interest to grain men. Mr. Bruce, in his address to the Association, told how Milwaukee ranks as one of the Great Lakes' ports. He spoke of the great fuel trade enjoyed here, of the millions of tons of coal that come here every year to be distributed to the industries of the city and the state. He declared that if the city is to continue to enjoy its great grain trade, its coal business and other lines carried on the lakes, that it is imperative that the city have a modern harbor; that wider and deeper channels are needful and that docks be built which will enable ships to move about expeditiously and hurry the loading and the unloading process.

Mr. Bruce declares that the Milwaukee port could be made of still greater benefit to the entire Northwest if the harbor is made more modern. He stated that the lack of lake traffic is due more to unwise railroad competition than any other single factor. He urged on the business men of the city that since some commodities can best be carried by lake, these should be so carried and those that can best be carried by the railroads should be so carried. In that way, he said, the most economical and the most efficient transportation system will be built up.

The plan of the city to issue some \$350,000 worth of harbor bonds was the specific issue supported by Mr. Bruce, who urged all voters, whether business men or not, to vote for the proposition. The bond issue was easily carried and the city will expend \$350,000 for new harbor work, but it is likely that the harbor improvements may be delayed for some months, or possibly years, during the war, because of the edict from Washington that capital must not be used for municipal improvements to the detriment of selling Liberty bonds. This means that there can be no harbor work done this year because of the inability to sell the city bonds and get the funds.

* * *

One expert of the Chamber of Commerce who has computed comparative figures on corn receipts here, says that Milwaukee has had an enormous run compared with last year. He states that the amount of corn handled at Milwaukee of this crop is 10,078,000 bushels, which is 5,000,000 bushels more than last year. This indicates double the amount of receipts of a year ago.

* * *

Directors of the Chamber of Commerce adopted a resolution retaining the operation of the Freight Bureau for another year and reappointed George A. Schroeder as the manager of the Bureau.

* * *

Among the new members recently elected to the Chamber of Commerce are Le Roy D. Godfrey and William F. Lippert, both of Milwaukee.

* * *

The Milwaukee Chamber of Commerce is taking steps to have a very careful canvass for sales of Third Liberty Loan Bonds. Committees will visit every member and also all the employes and urge each to buy bonds to the very limit of their financial strength. In previous sales the Chamber has

had record sales, so that the mark of surpassing previous standards is one which will be difficult to reach.

* * *

Information received by Milwaukee grain dealers indicates that oats seeding is progressing rapidly in the entire Northwest and that there has been ample rain to get the soil into condition. A few sections, however, report soil is too dry for rapid germination of grain.

* * *

The action of railroads in refusing to provide information necessary in tracing shipments of freight and in failing to answer tracing inquiries was condemned by the Milwaukee regional committee of the National Industrial Traffic League. The proposed increases in charges for trap car service were also vigorously condemned. Reports were read showing that there is very little freight congestion in Milwaukee at the present time.

* * *

Wisconsin has added more than 770,000 acres to its area in cultivated crops since the last census, according to the crop bulletin issued from Madison. The total area in cultivated crops increased from 7,915,000 acres to 8,689,000 acres, or nearly 100,000 acres per year. The greatest increases in acreage occurred in northern Wisconsin, where the acreage of cultivated crops has been more than doubled in many cases. Vast tracts of lands in the newer counties of the state are being cleared up and broken each year. The increase in area devoted to the principal crops in the period indicated is 31 per cent for corn, 4 per cent for oats, 50 per cent for winter wheat, 95 per cent for spring wheat, 21 per cent for rye, 6 per cent for clover and timothy, 300 per cent for alfalfa. There was a decrease of 26 per cent in barley and 11 per cent in buckwheat during the same period. Apparently, corn, wheat and alfalfa are among the crops most popular in the state at this time. Rye is also growing in favor, but barley raising appears to be less popular than it was some years ago.

The same report indicates that all crops in the state were worth \$330,000,000 in 1917, compared with \$227,000,000 in the previous year, a gain of more than \$100,000,000 in a single season. The farm values of all cereals jumped from \$130,000,000 in 1916 to \$181,000,000 in 1917.

* * *

The Chamber of Commerce now has 550 memberships. During the year 12 memberships have been surrendered to the association and canceled, making 50 memberships so disposed of since the rule went into force in 1914. During the year, 36 members have been admitted and 11 have died.

* * *

The Chamber of Commerce now has 136 stars on its service flag, which includes members, their sons and employees. Among members in the service are Maj. Frank R. Bacon, Lieut. J. B. Gilfillan, Lieut. Frank J. Gritzmacher, Sergt. Herbert L. Hadden, Maj. Walter Stern and Lieut. Frank C. Tenney. Other members in the service include Robert G. Bell, Austen Cargill, Robert Hackett, C. E. McDonald and Edward A. Weschler.

* * *

The Building Committee required to select a site and plan for a new structure for the Chamber of Commerce has obtained information on a large number of sites, but is unable to recommend that any of these be acquired upon the present terms and under conditions as they exist today. It is hardly probable that the Chamber will do any building until after the war to prevent diverting capital needed for the war and also because of the high cost of building materials at this time.

* * *

The quarters of the weighing and inspection departments of the Chamber have been further enlarged and six rooms are now used for this work on the second floor of the Chamber of Commerce Building.

* * *

The condition of winter wheat in Wisconsin at the opening of the month was estimated at 81 per cent of normal, compared to 93 per cent for the

same date a year ago and a 10-year average of 89. The condition of the crop last December was 92 per cent, so that there has been a slump in condition of no less than 11 points.

Reports of damage to winter wheat by winter killing has been received from many parts of the state. It is too early yet to state just what the damage has been, but the freezing and thawing weather in the month of March hurt not only wheat, but also clover and rye. About 112,000 acres of winter wheat were sowed in the state last fall which was an increase over the previous year of about 19,000 acres. Some of the correspondents say that the winter wheat is being plowed up and spring wheat is put in its place.

The condition of rye in Wisconsin is better than for winter wheat with a report showing 88 per cent of normal compared to 95 per cent for the same date a year ago. The 10-year average in April has been 91 per cent, indicating that the present condition is a little less than normal. Last December the rye condition of Wisconsin was 92 per cent, so that there has been a drop of 4 points since last fall. It is estimated that 473,000 acres of rye was sowed last fall, a gain of about 63,000 acres over the previous year.



WHEN the well-known firm of Chatterton & Son, of Mt. Pleasant, Mich., decided to increase their facilities for the distribution and storing of their large bean, grain and potato business, they chose Toledo for their new elevator, shown in the accompanying illustration, because



TOLEDO, OHIO, PLANT OF CHATTERTON & SON

this city, with its unsurpassed transportation position and close proximity to the raw product, is peculiarly adapted to an institution of this kind.

The new plant, which is located on the Ann Arbor and Terminal Railways, has a capacity of 80,000 bushels, and in the basement is space enough for 60 carloads of potatoes. One hundred and ninety girls are employed by the firm in the hand-sorting of beans, and spacious quarters are provided for them on the second floor. A Hess Drier with a capacity of 5,000 to 6,000 bushels is included in the equipment, which is modern in every respect.

H. E. Chatterton manages to spend two or three days of each week at the Toledo plant. H. G. Gohring is in charge of the potato and bean de-

partment, and George Forester is the guiding hand in the grain end of the business.

* * *

L. J. Schuster, secretary of the Raymond P. Lipe Company, has returned to the floor after a week spent in the East.

* * *

F. O. Paddock, president of the Paddock-Hodge Company, is sojourning in the South, and plans to spend two weeks in Asheville, N. C., before returning home.

* * *

Produce Exchange members are hard at work for Uncle Sam this week. Nearly every office has one or more men wearing the bronze badge of Bond Salesman, and the market close finds these men scattering to see their "prospects." And not a few of the members are devoting their entire time to the cause, for they are bound to put the Third Liberty Loan "over the top" and win the Honor Flag for Toledo.

* * *

William H. Annin, of W. H. Morehouse & Co., has made application for membership in the Produce Exchange.

* * *

Clarence Schaaf, the popular road man for Churchill Grain & Seed Company, has received notification to hold himself in readiness for the next call to camp.

* * *

P. M. Barnes, of the Young Grain Company, has been confined to his home for a week with a bad case of grippe.

* * *

Fire totally destroyed an elevator owned by John Wickenhiser & Co., on the Nickel Plate road at Latty, Ohio. Two cars of oats on track were partially damaged. The plant had been dormant for some time, this firm owning another elevator at

Latty which has been handling all of the business at this point, so fortunately no grain belonging to the firm was lost.

* * *

Traffic Commissioner H. G. Wilson will represent the Produce Exchange at the conference on loss and damage claims on grain to be held in Chicago on April 16.

* * *

John Wickenhiser is back from a 10 days' visit with his son Fred, who is in training with the Ohio Engineers at Camp Sheridan, Montgomery, Ala. Fred's many friends in the grain trade will be glad to know he is enjoying camp life, but is anxious to get over to France.

Toledo grain trade have enjoyed a good business up to two weeks ago, when the car situation again tightened, resulting in a falling off of receipts. They find a ready market for everything they offer, but the main difficulty is in getting cars in which to load the stuff.

Movement of rye in this district has been extremely light despite high prices. Quotations for No. 2 rye have averaged \$2.75 for the month. Many small millers have turned part of their plant over to the grinding of this cereal, but have found that they are unable to purchase much of this grain.

Receipts of barley here have been larger during March, owing to one of the large soft winter wheat mills, having ground its full quota of wheat, turning to grinding of barley into flour for one of the large biscuit companies. Cash barley sold as high as \$2.65 during March, but later prices receded. Sowing of barley in northwestern Ohio will be larger this year owing to its needs as a wheat substitute.

Sowing of wheat in this section will exceed 3,000 acres. The experiment was tried last year and proved highly successful, many farmers reporting a yield as high as 40 bushels. Seed houses and millers report large sales of good spring wheat seed this year.

The acreage of new corn this year will be somewhat curtailed owing to the scarcity of seed corn. Many dealers obtained high test seed from Missouri and Tennessee. Some speculators were getting as high as \$25 a bushel for seed corn in this county until Government agents threatened them with prosecution. Fancy seed corn in liberal amounts since has been obtained at prices ranging from \$4 to \$10 a bushel.

During March the movement of soft corn from nearby farms was extremely liberal and brought prices ranging from 40 cents to \$1.55 a hundred. At the end of the month prices had turned somewhat firmer. The long dry period of March proved most beneficial to the corn that had remained outdoors. Much of it sold for No. 4 and No. 5 in the local market. It is declared by grain dealers who made a survey of Ohio and Michigan farms that thousands of bushels of corn that it was believed could not be used even for feeding purposes had dried out nicely and was in better condition for the mills than the grain which was sold at the first of the month.

There has been a good demand here for all good corn available. The cash market has ruled strong throughout March. Under liberal receipts in the middle of the month prices broke as much as 20 cents in a day, but toward the close most of this loss was recovered under lighter receipts. This latter condition was believed due to the inability of farmers to move stuff, as they have been taking advantage of the fine spring weather to prepare their land for the summer crops.

Although the annual tourney of the Millers' National Golf Association at French Lick Springs will not be held this year, a delegation of local millers and grain men paid their annual visit to the Indiana resort this month. The party included Fred Mayer, of J. F. Zahm & Co.; C. S. Coup, general manager of the Northwestern Elevator & Mill Company; David Anderson, president of the National Milling Company; A. Mennel, president, Mennel Milling Company, and W. H. Haskell, president, W. H. Haskell Milling Company.

Change members enjoyed the hospitality of Chatterton & Son, large grain and bean dealers of Toledo, Ohio, and Mt. Pleasant Mich., Wednesday, April 10. The program included an inspection tour of their new elevator, recently erected here, where the party was educated by the genial Mr. Chatterton in up-to-date methods of handling beans and potatoes in large quantities.

A fine dinner at the Boody House, that was the last word in completeness, and the theatre party later at the Empire, were thoroughly enjoyed by all.

LOUISVILLE

A. W. WILLIAMS - CORRESPONDENT

FINE weather during the past month has resulted in farmers getting busy in the fields, the principal business at the present time being that of getting potatoes in, and ground in shape for corn and other crops. It is claimed that Kentucky farmers are very short of labor this year, and as a result are not planning to grow many crops, truck vegetables, and things which require much working. Therefore, the acreage of tobacco will be curtailed somewhat, as tobacco is a crop which requires much hand working, in cultivating, digging, etc. Much of this acreage which has been used by truck and tobacco will go into corn this year, and it is stated that farmers are going so strong to corn that a good deal of meadow land, heretofore planted in grass, will be plowed up to make room for corn.

Seed dealers who have been watching the wholesale and retail demand for clover, timothy, red top, orchard grass and other hay crops, report that many farmers are curtailing their hay crops this year in favor of corn, and that indications are that unless weather conditions favor what hay that may be grown, indications are for a light hay crop in the state. However, due to the high price of all grass seed, many farmers are probably planning to use lower grade seed or loft sweepings this season, which will mean weedy hay.

The demand for barley, rice and rye for milling purposes has not been quite so keen in the Louisville section during the past week or 10 days, due to the fact that dealers are generally well loaded on substitutes, and are demanding wheat flour, stocks of which are badly depleted. There is a fair demand for corn flour, and mills are busy on such products, but the real demand is for wheat. However, very short supplies are on hand practically no wheat moving in, as farmers are expecting the Government to set a higher price. At the present time the mills are operating principally on Government flour requirements, but could fill a big commercial demand if they could obtain the wheat.

The Board of Directors of the Louisville Water Company officially elected S. Zorn, of S. Zorn & Co., Louisville grain dealers, president of the water company, on April 2, carrying out the appointment made some weeks ago by Mayor George W. Smith. Mr. Zorn immediately took charge, and at the first meeting the Board voted to purchase \$300,000 worth of Liberty Bonds. Mr. Zorn some 10 years ago served a 4-year term as president of the company, during which time he installed first-class machinery, and placed the company on a paying basis, largely through obtaining a non-partisan Board and getting politics out of the concern.

Plowing corn lands in the western Kentucky river bottoms is now well under way. Due to the shortage of labor, and the need of plowing in a hurry, tractors are selling rapidly in that section, and many large farmers are now plowing land on a 24-hour basis, using acetylene lamps or electric searchlights for night plowing. The development of small tractors has made this possible, as the big tractors, such as were formerly used in the West, are not available for use on small farms, such as dot thickly populated states.

Deliveries of corn in the western section of the state have been abnormally heavy within the past few weeks, the elevators and mills being unable to handle the heavy shipments which have been moving in from the river bottoms by rail, steamer and wagon. The quality of the later arrivals is better than had been expected, and shows that the

farmers worked off their worst corn or frost-damaged corn in the winter or fall, when the roads were frozen hard enough for hauling. For a time very little corn was hauled, while the roads were soft, but movement has been very good during the past month.

Indications in Kentucky are for the best wheat crop that has been harvested in many a year, not only from a quantity basis, but also from the quality standpoint. Whereas much wheat was reported to have been damaged by the severe winter weather, these reports generally proved immature. Heavy snows protected the crop, and it came out strong, and looking well. Fine weather throughout late February, and the entire month of March, with warm weather, sunshine and light rains in April so far, have resulted in the new crop coming up fast and looking unusually good. The acreage is much larger than it was last year, and according to the latest reports from farmers, seedmen, grain dealers, millers, and even the newspapers, indications are for a good wheat crop. This is borne out by the fact that farmers have started early in placing their harvesting machinery requirements, figuring that there will be a greater demand than available supply.

ST. LOUIS

R. O. JOHNSON - CORRESPONDENT

RESUMPTION of unrestricted trading in distant corn futures on the Merchants Exchange was signaled by an advance of 5 cents a bushel the first day, when the July delivery, after opening at \$1.52, mounted to and closed at \$1.57½. There was a good, broad speculation on throughout the session and traders welcomed the change from the minor business that has prevailed since the maximum of \$1.28 was placed on the December, March and May options. In making the change to unrestricted trading the Merchants Exchange voted to permit delivery of No. 3 mixed corn at contract price and No. 4 also, providing it contains not more than 15.5 per cent of moisture.

Members of the Merchants Exchange on April 8 passed the following amendment to the rules, as a war measure:

The Board of Directors, during the continuance of any war to which the United States shall be a party, shall have power from time to time to thereafter prohibit, until further action of the Board and notice thereof, trading for present or future delivery in any or all of the commodities traded in on its Exchange, or such trading for delivery in any particular month, including trading in settlement of any then existing future contracts, and shall also have power to fix, from time to time, terms and conditions upon which such trading shall be permitted and to regulate the volume of such trading. Whenever such trading for future delivery shall have been so prohibited, the Board of Directors shall appoint a committee of three from the membership at large, which committee shall fix, as of the day immediately preceding the first day on which said future trading shall have been prohibited, a fair and reasonable price at which existing contracts shall be settled, and the price so established shall, without the payment of any penalty, be the basis on which such settlements of such contract for future delivery shall be made. The Board of Directors, whenever the public welfare, or the best interests of the Exchange in its judgment seem so to require, shall have power to suspend, during the continuance of any war to which the United States shall be a party, the operation of any rule of the Exchange, and also to fix a maximum price for any commodity dealt in on its exchange, above which price no member shall thereafter and during the maintenance of said maximum price be permitted to make a trade in such commodity.

For the purpose of carrying into effect the provisions of this Rule the Board is empowered to make any examination of persons or investigation of books, papers and records of members of this Exchange which in the judgment of the Board may be necessary. The Board of Directors shall have full control over the trading by members and all deliveries resulting therefrom and shall direct adjustments and curtailments of contracts, whenever and in such manner as the public welfare or the best interests of the Exchange appear to the Board to demand.

April 15, 1918.

The condition of 92 for Missouri wheat, as shown by the Government report of as April 1, was no surprise to the grain trade, as conditions have been almost ideal for crop development in the state. Since the report was made up additional rains have been recorded and if any thing the crop has made further improvement. Unless a bad season is experienced later, indications are that Missouri will raise one of the largest wheat crops in its history.

* * *

William T. Hill, a well-known grain man on the Merchants Exchange, returned last week from New Orleans, where he has been spending the winter.

* * *

Bert Forrester, St. Louis representative of Logan & Bryan, Chicago, has been receiving congratulations from his friends on his election as a member of the council of Webster Groves, where he lives. The office of Logan & Bryan on the Merchants Exchange has been remodeled and a New York stock board placed on the north wall. Ticker service also has been installed.

* * *

Ike Weinberg, formerly with the St. Louis branch office of James E. Bennett, Chicago, but now in Uncle Sam's army, was on the Merchants Exchange last week and was given a rousing reception by his friends.

ST. JOSEPH

ALLAN T. WEST • CORRESPONDENT

THE oilers, truckers and packers at the Larabee Mill at St. Joseph struck last week for higher wages. There was no violence and the strikers claim they will not interfere with the operations of the mill. The manager of the mill was able to secure enough labor to keep the mill running.

* * *

A. J. Brunswig, president of the local Exchange, attended the meeting of the Council of Grain Exchanges in Chicago on March 14 and 15.

* * *

J. C. Moats, formerly local manager of the Shannon Commission Company and now connected with Ware & Leland, of Chicago, spent last week here.

* * *

In the case of George W. Carter against the St. Joseph Grain Exchange for \$100,000, the court sustained a demurrer after the plaintiff had produced all his evidence. Carter was expelled from the local Exchange last fall and brought suit for damages, charging conspiracy and malice. The case lasted three days and a great deal of interest was taken by the local members.

* * *

J. A. Gunnell, of the Gunnell-Windle Grain Company, spent last week at his country stations in eastern Missouri and also visited the trade for several days in Chicago.

NO WHEAT TO BE USED IN CANADA STOCK YARDS

By order-in-council on the recommendation of the Minister of Agriculture and the advice of the Canadian Food Board, regulations covering the feeding of live stock in stock yards have been promulgated, taking effect at once.

Under the new regulations the feeding of live stock within eight hours immediately preceding slaughter is prohibited. No wheat of any grade shall be used for feeding live stock in stock yards. No barley above grade No. 3, and no oats above grade extra No. 1 feed, shall be used.

A RECENT sale was made by J. E. Collins of Horton & Collins of Tuscola, Ill., of 110,000 bushels of oats which were stored in that company's elevators at Garrett, Atwood and Pierson. The oats brought approximately \$102,000.

COMMUNICATED

NEW ELEVATORS IN CALIFORNIA

Editor American Grain Trade:—Enclosed I herewith send money order for one year's subscription to the "American Grain Trade" and book, "Walls, Bins and Grain Elevators," which will probably be of great assistance to me in constructing my new grain elevator which I am about to erect at Amador Valley (Pleasanton P. O.), Cal., and which will be the first grain elevator that will be erected in this section of California. In the past all grain raised here was handled in bags, but on account of the high price of grain bags and not being able to get them, grain elevators are being erected in different parts of the state for the coming grain crop.

Yours truly,

H. P. MOHR.

DANGEROUS DUST CONDITIONS

Editor American Grain Trade:—There is at the present time too much carelessness displayed by the owners of elevators and flour mills in looking after dust problems, especially in the grain cleaning elevator departments storing grains, and I think the power you have should be used along this line to agitate this question and bring it to the attention of the cereal industries in your columns. At this time when our grain is so valuable and plays such an important part in the war, I feel that you should use every effort you can to help the cause along.

There are several elevators in the city of Chicago that are operating under dangerous conditions, and I think that there should be some stress or influence brought to bear on the Government in enforcing the laws for the conservation and protection of grain.

The Bureau of Agriculture has appointed inspectors, etc., but they are without any authority to act except in a capacity as inspector and they make their reports. The Government uses their power in saying that we should use only a certain amount of pure wheat flour; they tell us that we cannot use wheat flour on certain days of the week and they enforce these orders; having the power in this direction, they certainly should use it in compelling the proprietors of these dirty grain elevators to clean house and stop this dust. They certainly should get after them, and I hope that you will use your influence along this line.

Yours very truly,

W. G. CLARK.

SUGGESTIONS FOR THE FUTURE

Editor American Grain Trade:—In reply to your editorial "Wanted—A Better Plan": Manifestly a better plan than the present one for moving grain from producer to consumer can and will be evolved. It is my opinion that in the future there will be much less need for large terminal elevators. With better country roads being built in almost every section of the country, farmers will be able to market their grain more uniformly throughout the year instead of rushing it in "while the roads are good." The Farm Loan Act will enable the farmers to secure funds to hold at least a portion of their grain, which will avoid the usual harvest rush to the terminal markets. Most country elevators now are fairly well equipped for cleaning and conditioning grain, and as they can do it as well and cheaper, I can see no reason why grain in the future should not flow more direct from the country points to the consumer.

I am in favor of the Government price fixing during the war, but do not favor the present plan. I think the present price of wheat to farmers is high enough at the beginning of the crop movement at harvest time, but would add 2 cents more per bushel each month—or 1 cent each 15 days—until the end of the crop year. This would pay the farmer interest on his investment and for storage and waste.

Grain can be stored on the farms and at country elevators cheaper than at the terminals. With better car service, which we may reasonably expect soon, I do not think either producer, handler, or consumer of this grain will have anything serious to complain of, but do think the outlook for the big terminal elevators is not quite so flattering.

This may not throw much light on the subject you have in mind, but it is in my system and I wanted to get it out.

Yours truly,

E. T. CUSTENBORDER.

COMPENSATION FOR SERVICE

Editor American Grain Trade:—Referring to your editorial in issue of March 15:

We have been told that the Government would allow the distribution of wheat to be made in the regular way, and only a few days since Mr. Barnes, in a statement, among other things, said, "The Grain Corporation itself feels established business houses handle this business fairly and satisfactorily and we do not care to dislodge them."

The fact is, however, that since the Grain Corporation began business, the terminal elevator operator and the wheat distributor have had very little to do, and what incentive was there, with so small a compensation or none at all in the business, and as long as fixed prices are in effect and the present method pursued, I can see no hope for the elevator operator or distributor located in a terminal market, making very much money in the handling of wheat.

You ask for comment and suggestions regarding the present method of distributing wheat.

First of all, if the present plan is continued I believe better service could be rendered and better results obtained if there were one or two more zone agents appointed to take care of the states of Ohio, Indiana and Michigan. I have no complaint to make about Mr. Irwin, but think it is asking too much of him and his office to handle the business of so large a territory.

I do not believe the system of having shippers send samples of wheat to a zone agent, quite a distance away, for basis of settlement, will ever be a success.

Nor do I believe mills should be allowed to pay a shipper 1 cent more for wheat his track than the distributor can pay. This is being done in some localities.

I do not think it fair that a shipper should be compelled, against his wishes, to send wheat to some strange market, or mill.

I am for anything that will help win the war but, we who have been distributing wheat for 25 years, are loathe to give up our experience and organization which we surely must do if the present method of distributing is continued.

Why cannot the distributor or the terminal elevator operator be allowed to buy and sell wheat, or elevate, store or reload, for a fair compensation and place the wheat wherever the Grain Corporation direct; the shipper of the wheat to be charged say 1 cent per bushel and the buyer pay 1 cent besides any storage, insurance and interest which might accrue while the wheat is being held for cars.

A service would then be rendered the shipper such as seeing cars are received promptly, graded correctly, etc. Buyer would receive service in the way of prompt shipment, correct billing, sending of samples, etc. The elevator operator would be benefited by receiving something for transferring and the shipper and buyer would immediately have a settlement regarding weights.

There would then be some returns for those doing this business, especially if mills would bid the interior shipper no more than the regular Government price.

Yours truly,

FRED MAYER.



INDIANA

The elevator of Jordan & Baird at Earl Park, Ind., has been disposed of by them.

The elevator of J. C. Phillips located at Star City, Ind., has been purchased by Jordan & Baird.

A final certificate of dissolution has been filed for the Hill Grain & Coal Company of Carthage, Ind.

Ogle & Ogle now own the Cambria (mail Frankfort), Ind., elevator owned formerly by Carl Cue.

A grain elevator is to be constructed at Geneva, Ind., for the Farmers' Co-operative Grain Company.

The elevator of Otto Lefforge at Rossville, Ind., was disposed of by him to the Whiteman Bros. of Oakley.

Frank Elliott of Spartansburg, Ind., has purchased the Berry Elevator at Lynn, Ind., for the consideration of \$18,000.

Foreman & Davis' elevator at Hillisburg, Ind., has been purchased by Otto Lefforge of Rossville. Possession is to be given on May 1.

J. E. Morrison and E. P. Finch have purchased the elevator situated at Pine Village, Ind., owned and conducted by Farden & Cooper.

The elevator situated at Raub, Ind., formerly conducted by Jordan & Baird was sold by them to Millard Farden, who takes possession on May 1.

The Hammond Elevator & Warehouse Company has been incorporated at Hammond, Ind., capitalized with stock of \$25,000. Mathew J. Dyniewicz is interested in the corporation.

The Acme-Evans Company will rebuild its mill and elevator at Evansville, Ind., replacing one which burned. The mill will be equipped with 16 concrete storage bins of 250,000 bushels' capacity. The new establishment will cost \$100,000. The Nordyke & Marmon Company has contract for the machinery equipment.

IOWA

An elevator costing \$25,000 is to be erected at Dayton, Iowa, for the Farmers Elevator Company.

The New Liberty, Iowa, elevator of E. P. Wingert has been sold by him to the Duvall Grain Company.

The Farmers Elevator Company of Blencoe, Iowa, has bought the elevator of the Updike Grain Company.

A co-operative elevator company is to be organized at Roland, Iowa, by the farmers of the neighboring vicinity.

The capital stock of the Farmers Elevator Company at Holstein, Iowa, has been increased from \$20,000 to \$62,000.

The Beaman Elevator Company of Beaman, Iowa, has decided to increase the capital stock of the company from \$10,000 to \$40,000. D. B. Simms is president of the company.

Mayne White is president of the Farmers Co-operative Elevator Company of Anita, Iowa, recently incorporated there.

The elevator at Livermore, Iowa, has been purchased by C. O. Hoff of Traer, Iowa. The new owner took charge on April 1.

The Farmers Elevator & Livestock Company of Stanhope, Iowa, has filed incorporation papers. The capital stock of the organization is \$25,000.

Roelk & Goethals have purchased the Farmers Elevator Company's business at Dixon, Iowa, from J. Strobins. Possession was given on April 1.

The Garwin Elevator Company of Garwin, Iowa, has increased its \$20,000 capital stock to \$100,000. The company is headed by L. A. Van Horn, president.

Probably a new building will be erected at Coon Rapids, Iowa, for the Farmers Elevator Company, replacing its present plant, which is too small for its present business.

An interest in the Des Moines, Iowa, firm, the Mid-West Consumers Grain Company, has been taken by W. H. Bartz. He for years was in charge of the cash department of Harper & Sons.

Incorporation papers have been filed for the Farmers Co-operative Elevator Company of Martelle, Iowa, capitalized with stock amounting to \$15,000. Lewis Kohl, G. A. Peet, E. Shotwell and O. Fisher are interested.

The Rothschild Grain Company of Atlantic, Iowa, has purchased the Robinson & Johnson Elevator

there. The present structure will be torn down and a new elevator of 25,000 bushels' capacity will be erected at a cost of \$10,000.

The grain, lumber, fuel and merchandise business of Fred C. Nichols at Lamaille, Iowa, has been disposed of to H. O. Hyatt and Lee J. Jackson of Toledo. The purchasers will form a partnership and operate as Hyatt & Jackson.

The Soderlund Bros. of Madrid, Iowa, are interested in the immediate erection of a grain elevator of fire-proof construction with a capacity of 30,000 bushels at that place. The new plant will stand on the site of the elevator which will be torn down.

The Marne Co-operative Grain Company, which was organized recently at Marne, Iowa, has not decided whether to build a grain elevator or purchase one already standing. C. E. Squires is president; Fred Krambeck, vice-president; Ora Berry, secretary-treasurer.

Farmers in the vicinity of Albion, Iowa, are organizing a company, to be conducted on the co-operative basis, for the handling of grain and livestock. If present plans materialize, the company, when completely organized, will purchase the elevator owned by C. A. Robinson and operate same. A capital stock of \$30,000 is at the present time contemplated by those interested. D. S. Collins, William McKibben, E. B. McRill, A. S. Berry and S. J. Burroughs are interested.

EASTERN

A grain elevator of reinforced concrete tanks 65x30 feet, is to be built at Monkton, Md., for the Monkton Roller Mills. Otis E. McCoy is president.

Jas. H. Griess has purchased the Pottstown Light, Heat & Power Company's plant at Pottstown, Pa., and will convert it into a wholesale and retail grain and feed warehouse.

W. H. Fogelsanger has sold his grain elevator and coal plant at Shippensburg, Pa., to Diehl, Omwake & Diehl of Chambersburg, Pa. The plant was known as the Western Maryland Elevator.

Incorporation papers have been filed for the Williamson Farming Company, Inc., of Williamson, N. Y., capitalized at \$30,000. The company will deal in grain, produce and commodities. M. O. Engleson, H. V. Pearsall and W. Z. Fish are named as organizers.

A bill has been introduced in the New York Legislature by Senator Leonard W. H. Gibbs of Buffalo, N. Y., favoring the appropriation of \$1,000,000 for the purchase of a site and the construction by the State Canal Board of a grain elevator on the Gowanus Bay Barge Canal Terminal at Brooklyn.

ILLINOIS

The farmers elevator at Alvin, Ill., has been purchased by S. R. Watson.

A. P. Schwartz contemplates making improvements on his elevator at Lexington, Ill.

An electric motor has been installed in the elevator of James Hackett at Polo, Ill.

The Cole Milling Company of Chester, Ill., is considering the erection of a grain elevator.

A cleaner is being added to the equipment of the Rantoul Grain Company of Rantoul, Ill.

The elevator plant of the Tabor (Ill.) Co-operative Grain Company has been equipped with a drier.

The capital stock of the El Paso Elevator Company, El Paso, Ill., has been increased considerably.

Driers are being installed in the two elevators of John Wiemer at Harness Station, near San Jose, Ill.

The Home Lumber Company is succeeded in the grain business at Libertyville, Ill., by W. J. Franklin, Jr.

The Farmers Elevator Company of Pleasant Plains, Ill., has equipped its elevator with a grain drier.

The Baldwin Elevator Company of Ivesdale Station (Sadorus P. O.), Ill., is succeeded by Stevens & Freeman.

E. J. Finley has purchased the Hudson, Ill., plant of the Lawrence Grain Company and is now operating same.

The Farmers Grain & Coal Company of Mason City, Ill., has increased its capital stock from \$5,000 to \$30,000.

Geo. Buchanan is president; J. W. Olroyd, secretary of the Westville Elevator & Lumber Company

of Westville, Ill., capitalized at \$25,000. The company has let the contract for the construction of a new elevator.

The Roberts Farmers' Grain Company of Roberts, Ill., has applied for permission to increase its capital stock to \$15,000.

Rumors state that W. H. Suffern is negotiating with the Illinois Central Railroad to lease the latter's elevator at Cairo, Ill.

The Woodson Elevator Company of Woodson, Ill., has disposed of its elevator there to the Farmers' Grain Elevator Company.

The capital stock of the Philadelphia Farmers' Elevator Company of Philadelphia, Ill., has been increased from \$6,000 to \$12,000.

H. R. Andrews has sold his elevator interests at Walker and other points in Illinois to the Conover Elevator Company of Springfield.

Interest in the Wyoming Grain Company, Wyoming, Ill., has been purchased by J. C. Madden, of Del Ray, J. P. Code and D. J. Colgan.

The capital stock of the Fancy Prairie Grain & Coal Company, located at Fancy Prairie, Ill., has been decreased from \$15,000 to \$7,850.

The Farmers' Grain Company of Bloomington, Ill., is conducting business in the elevator of the Noble Bros. R. S. Ritchie is manager.

A Hess Drier has been installed in the elevator conducted by James F. Umpleby at Ohlman, Ill. The machine has a daily capacity of 2,500 bushels.

The capital stock of the Chesterville Farmers Grain Company of Chesterville (R. F. D. Lincoln), Ill., has been increased from \$15,000 to \$30,000.

The grain business of Horton & Collins at Atwood, Ill., has been sold to the Farmers Grain & Supply Company. The consideration amounted to \$25,000.

Ballinger & McAllister of Bloomington, Ill., are erecting the building and setting up a Hess Drier for the Hudson Grain & Coal Company of Hudson, Ill.

The charter of the Oswego Farmers Grain Company of Oswego, Ill., has been amended, increasing the capital stock of the company from \$15,000 to \$40,000.

R. H. Quick, Ransom Tomkins and J. J. Scalf have incorporated at Fiatt, Ill., as the Farmers Elevator Company. The concern is capitalized at \$15,000.

A. E. McKenzie of McKenzie Company, Taylorville, Ill., has purchased the Davis Elevator at Moweaqua, Ill., and will move there. Possession is to be given on April 15.

The Farmers Elevator Company has purchased the elevator at Boyer Siding (Buckingham P. O.), Ill., from Mrs. M. E. Cooley, who recently purchased same from the Inkster Bros.

The contract has been let by Hight & Cline for the erection of a new 35,000-bushel elevator at Osbornville (r. f. d. Blue Mound), Ill. The plant will cost between \$15,000 and \$20,000.

The interest of Wesley Thompson in the elevator firm of Thompson & Catron at Knoxville, Ill., has been sold to E. S. Tucker. In the future the business will be conducted as Catron & Tucker.

The Samuel Hastings Company of Cairo, Ill., will install a large Hess Drier of 12,000 bushels daily capacity at a cost of \$15,000. A new boiler house is also being built to furnish power for operating the drier.

Incorporation papers have been filed for the Fidelity Co-operative Grain Company of Fidelity, Ill., capitalized with stock of \$10,000. A. F. Ely, James S. Lahey, Ed Ruyle and James H. Ryan are interested.

Capitalized at \$25,000 the La Place Co-operative Grain Company has been incorporated at La Place, Ill., by J. A. Merritt, C. A. Lehman, B. E. Lehman, E. C. Wynn and J. L. Shively. The company will carry on a grain business.

The Guthrie Farmers' Elevator Company of Guthrie, Ill., was incorporated capitalized at \$20,000. The organizers of the concern are C. A. Hedlund, R. P. Cothorn, G. H. Durringer, Henry Colwell, W. J. Poppett and Frank Reynolds.

William Hughes Diller of Springfield, Ill., is building a 30,000-bushel elevator at Hurlburt Siding, Ill. It will have a No. 3 Hess Drier and be equipped with B. S. Constant Manufacturing Company ma-

chinery, including U. S. Shellers, Cleaners, etc. Ballinger & McAllister have the contract.

Frank A. Warren and Herman Ray have purchased the elevator at Filson, Ill., from James Roe and W. Riley. Chambers & Foote are operating the plant at the present time under lease but after May 1 the new firm will take possession.

A permit to incorporate was granted the Farmers Grain Company of Mansfield, Piatt county, Ill., capitalized at \$25,000; the company will deal in grain and farm products. Thomas H. Warren, Frank E. VanNota, Emery Wack, I. A. Polk and Chris Roth are interested.

The Farmers Grain, Lumber & Supply Company of Raymond, Ill., has contracted with Ballinger & McAllister for a 30,000-bushel concrete grain elevator and a 20,000-bushel corn crib. Electric power will be used and B. S. Constant Manufacturing Company machinery installed throughout.

MISSOURI, KANSAS AND NEBRASKA

The Farmers' Union of Red Cloud, Neb., is building an elevator there.

A farmers' elevator costing \$11,000 is to be constructed at Arlington, Neb.

Farmers at North Loup, Neb., will build a grain elevator there, it is reported.

W. J. Hunt has disposed of his elevator situated at Yanka (mail Brainard), Neb.

A 10,000-bushel elevator is to be constructed at Sidney, Neb., in the near future.

Smith & Wiegand are going to sell their elevator at La Crosse, Kan., it is reported.

A grain elevator may be erected at Brainerd (mail Whitewater), Kan., this fall.

A new elevator is being built at Lebanon, Kan., for the Farmers' Union of that place.

Extensive improvements are being made to the Ebersole Elevator at New Hamton, Mo.

The J. G. Seefus Elevator at Elkhorn, Neb., has been purchased by the Farmers' Union.

The York, Neb., plant of the Urdike Grain Company has been sold to the Pauly Bros.

The R. S. Proudft Company of Seneca, Neb., will build a new grain elevator at that place.

Capitalized at \$50,000, the Madison Grain Company was incorporated at Madison, Neb.

A new elevator is to be erected at Stromsburg, Neb., by the Farmers Grain Association.

A large grain-elevator is to be built at Camp Funston, Kan., on the Union Pacific tracks.

A new elevator and mill is to be built at Hastings, Neb., by the Nebraska Flour Milling Company.

The elevator of the Fletcher Grain Company at Orchard, Neb., has been sold to E. C. Rector.

The Omaha Elevator Company's elevator at Weston, Neb., has been purchased by J. J. Staska.

A co-operative elevator is to be established at Fairfax, Mo., by the farmers in that neighborhood.

A 20,000-bushel elevator addition is to be built to the plant of the Peerless Mills at Norton, Kan.

The Smith Grain Company's elevator has been purchased by the Farmers' Union at McCune, Kan.

The Red Star Milling Company has purchased the elevator of H. O. Thorne located at Norwich, Kan.

The South Side Elevator at Palmer, Kan., has been reopened after a shutdown of three months' time.

Capitalized with stock of \$10,000, the Farmers' Co-operative Association was organized at Freeport, Kan.

Interest in the grain and feed business of W. D. Burris at Eldon, Mo., has been purchased by W. J. Burris.

The Talbot Grain Company has started construction work, it is reported, on its new Carrollton, Mo., elevator.

Laird & Gibson have purchased the Wolfe Elevator at Lewis, Kan. G. W. Wells of Lewis will act as manager.

The contract has been let by E. H. McCue of Farmington, Kan., for the erection of a new elevator there.

The elevator at Auburn, Neb., has been purchased by A. W. Bohling and J. H. Gerdes of Coryell & Sorenson.

Half interest in the grain elevator situated at Hoyt, Kan., has been purchased by Walter Winters of Topeka.

The elevator at Douglass, Kan., owned by L. D. Brandt is being torn down. It will be replaced with a new structure.

The Wright-Leet Elevator, lumber yard and coal shed has been purchased at Rockford, Neb., by the Farmers' Union.

Capitalized at \$5,000, the Farmers' Grain & Live-stock Shipping Association was incorporated at Mason City, Neb.

A 50,000-bushel elevator is to be erected at Dixon,

Mo., for the Atlas Elevator Company. F. J. Hopkins is manager.

A farmers co-operative grain and elevator and lumber yard is to be built at Clarkson, Neb., in the near future.

The elevator of A. E. Rhodes at Howe, Neb., has been sold to the Farmers' Union for the consideration of \$11,000.

The Buhler Mill & Elevator Company of Buhler, Kan., will build steel and concrete tanks to facilitate handling of wheat.

The elevator of the R. Clark Grain Company at Coats, Kan., has been sold to the Red Star Mill & Elevator Company.

The elevator of A. J. Gumbel at Seward, Neb., has been sold by him to the Farmers' Co-operative Elevator Company.

The Oconto, Neb., elevator and stockyards of the Omaha Elevator Company has been purchased by a number of farmers.

A grain elevator is to be built at Blake (mail to Jamesport), Mo., for the Farmers' Co-operative Association of Blake.

A farmers' elevator and general store is to be erected at Chapman, Neb., for the Chapman Co-operative Association.

A 20,000-bushel elevator has been completed at Kewanee, Mo., for the Sikeston-McMullin Grain Company of Sikeston, Mo.

The New Era Milling Company of Arkansas City, Kan., has awarded the contract for a new elevator at a Midland Valley point.

The elevator of Thos. Hatfield at Valley Falls, Kan., has been enlarged. He also installed an electric motor and a corn mill.

The elevator at Dalton, Mo., has been purchased by Milton and J. Bennett and will be under the management of the former.

A new elevator is to be built at Hamlin, Kan., for the Hamlin Co-operative Association, of which F. C. Swezey is president.

Elevators are to be built at LeLoup, Princeton and Homewood, Kan., for the Star Grain & Lumber Company of Wellsville, Kan.

The Farmers' Union Elevator Company was organized at Richfield, Neb., and has purchased the 10,000-bushel elevator there.

The Perrine Elevator at Norborne, Mo., has been purchased by R. V. Seward Grain Company. The elevator will be remodeled.

The Kelson Grain Elevator is to be purchased or else a new plant built for the Farmers Co-operative Union at Monmouth, Kan.

The Farmers' Elevator Company was recently incorporated at Milford, Neb., and will either build or buy an elevator at that point.

A modern elevator is to be constructed at Wellsville, Kan., for the Star Grain & Lumber Company. The plant will be completed by July 1.

Articles of incorporation have been filed for the Farmers Grain & Lumber Company of Columbus, Neb., capitalized with stock of \$30,000.

A new 15,000-bushel elevator is to be built for the Farmers' Elevator Company at Riverdale, Kan. The contract for the building has been let.

The elevator of the Thurman-Davis Grain Company at Neosho, Mo., will be rebuilt. The plant was burned recently with a loss of \$65,000.

Geo. Westwood is interested in the Waco Farmers Grain Company, recently incorporated at Waco, Neb. The corporation is capitalized at \$50,000.

The grain, elevator and coal business of J. D. Infield at Wellington, Kan., has been disposed of by him to the Sumner County Co-operative Union.

The contract was awarded by the Anness Supply Company of Anness, Kan., for the construction of a new 15,000-bushel grain elevator and warehouse there.

The elevator of the Thurman-Davis Grain Company at Neosho, Mo., will be rebuilt. The plant was burned recently with a loss of \$65,000.

The grain, elevator and coal business of J. D. Infield at Wellington, Kan., has been disposed of by him to the Sumner County Co-operative Union.

The contract was awarded by the Anness Supply Company of Anness, Kan., for the construction of a new 15,000-bushel grain elevator and warehouse there.

The Newton Mill & Elevator Company of Hesston, Kan., will build a new elevator at Hesston with a capacity of 20,000 bushels. The contract has been let.

A permit has been granted by the Schreiber Hay & Grain Company of St. Joseph, Mo., for the erection of a grain elevator of frame and corrugated iron to cost \$5,000.

The Dawson Grain Company's elevator situated at Linwood, Neb., has been taken over by the Farmers Grain Company. Joe Bunda will be in charge of the plant.

Incorporation papers have been filed by John Pavelka for the Springranch Grain & Supply Company of Springranch, Neb. The capital stock of the company is \$20,000.

The Monett Milling Company of Monett, Mo., which was recently organized will install new machinery in its mill recently purchased by it and will build a 50,000-bushel elevator.

The Red Star Company of Wichita, Kan., has pur-

chased the Mackey-Brayer Lumber Company's elevator located at Kiowa, Kan. J. M. Miller will continue in the capacity of manager.

A grain elevator in connection with which will be run a creamery and produce station is to be built at Paola, Kan., for the Farmers' Union. The cost of the two industries amounts to \$30,000.

The S. S. Griffin Elevator at Martel, Neb., has been purchased by the Farmers' Elevator & Trading Company. J. Carl Sittler, manager, is making repairs on the machinery and building.

The Southern Grain Company was recently organized at Fisk, Mo., by James Pool and B. W. Bowman of Dexter, Mo. The company will erect and conduct a grain elevator, 40x64 feet.

A company to be known as the Farmers' Union is to be organized at Falun, Kan. The capital stock of the company will amount to \$25,000. The concern expects to build a 40,000-bushel elevator there.

The Crowell Lumber & Grain Company of Scribner, Neb., has let the contract for a new elevator with a capacity of from 50,000 to 65,000 bushels. The old building owned by the concern will be torn down.

Capitalized with stock of \$30,000, the Farmers' Grain & Lumber Company of Cornlea, Neb., has been incorporated. The company will erect a grain elevator and lumber yards there. Directors are: Peter Noonan, Theo. Hittner and J. H. Ternus.

The Duff Elevator at Dunbar, Neb., is now owned by the Dunbar Grain Company. The company was recently incorporated capitalized at \$25,000, and with the following officers: President, C. J. Mullis; vice-president, J. P. Baker; secretary, W. G. Hall; treasurer, Thomas Murray.

Plans are being formed by the Missouri River Navigation League for the erection of a terminal elevator at Omaha, Neb., on the river front there, with a capacity of 25,000 bushels. The plant will serve as a temporary storage granary for grain shipments from steamers that ply between Omaha and Decatur.

SOUTHERN AND SOUTHWESTERN

The Farmers Mill & Elevator Company was organized at Jonesboro, Ark.

The Farmers' Union Exchange has completed its elevator at Weatherford, Okla.

A grain elevator is to be constructed at Stuttgart, Ark., for the Stuttgart Flour Mills.

An interest in the elevator at Collinsville, Okla., has been purchased by Frank Black.

With D. C. Atkinson, president, the Dalhart Grain Company was incorporated at Dalhart, Texas.

A \$25,000 warehouse is to be built at Richmond, Va., for the Alexandria Hay & Grain Company.

The Dodge Mill & Elevator Company of Dodge, Okla., has placed a contract for its new elevator there.

An interest in the Taylor Grain & Coal Company at Quanah, Texas, has been purchased by Newton Lassiter.

The Waco Mill & Elevator Company of Waco, Texas, is building a new office building of concrete construction.

The Clement Grain Company of Waco, Texas, will rebuild its grain elevator which was damaged by fire recently.

The capital stock of the Merchants Grain Company of Yoakum, Texas, has been increased from \$6,000 to \$12,000.

Efforts are being made to interest the business men of Savannah, Ga., in the erection of a large grain elevator there.

Goltry's elevator at Waukomis, Okla., has been purchased by John Shaw. Victor Lukenbaugh will be in charge of the plant.

Work is progressing rapidly on the new concrete and steel plant of the Kentucky Public Elevator Company at Louisville, Ky.

The Hayes Grain Company has sold its Breckenridge, Okla., business to the New Era Milling Company of Arkansas City, Ark.

Wilton Sturges, R. W. Sturges and L. Goldin have incorporated at Meridian, Miss., as the Sturges Company. Capital stock of the company is \$25,000.

A grain elevator and corn mill is to be built at Franklin, Tenn., for the S. M. Fleming Company. The contract for the new building has been awarded.

C. W. Goltry, L. F. Goltry and J. H. Shaw have incorporated at Enid, Okla., as the Goltry Grain Company. The capital stock of the new organization is \$25,000.

A new brick building 50x100 feet is to be built for the Jackson Bros., coal and grain dealers of Lubbock, Texas. The building will be used for offices of the company.

The Farmers' & Merchants' Grain Company was incorporated at Longview, Texas. The organization has a capital stock amounting to \$2,500. L. M.

Bramlett, E. Ed Nelson and W. R. Bass are interested.

Efforts are being made by the Food Administrator of Georgia to interest Southern men in the erection of elevators in the South with capacities of from 15,000 to 20,000 bushels.

Capitalized with stock of \$50,000, the Thomas Grain & Provision Company was incorporated at Beaufort, N. C. Samuel Thomas, M. T. Thomas and J. P. Thomas are interested.

The elevators on the Santa Fe and Northwestern Railroad at Supply, Okla., and other places have been purchased from the Cozard Grain Company by the Oklahoma City Mill & Elevator Company.

Work has been completed on the new grain elevator of the stock company of which Walter L. Wight is general manager at Cairo, Ga. The plant has a handling capacity of 6,000 bushels per day.

CANADA

The Carlyle Farmers Elevator Company, Ltd., Carlyle, Sask., will be dissolved.

The Bokofsky Flour Mill & Grain Company, Ltd., of Saskatchewan is to be dissolved.

The capital stock of the United Grain Growers, Ltd., Calgary, Alta., has been increased from \$2,000,000 to \$5,000,000.

The Imperial Elevator & Lumber Company of Winnipeg, has moved its Western Canada offices to Moose Jaw, Sask. The company will erect buildings valued at between \$40,000 and \$50,000.

The Canadian Northern Elevator annex which had a capacity of 2,000,000 bushels, and which is located at Port Arthur, is to be rebuilt. The new plant will be of fireproof concrete construction.

The 32 elevators of the Imperial Elevator & Lumber Company of Winnipeg in Alberta have been sold to the N. Bawlf Grain Company of Winnipeg at a cost of \$225,000. The average capacity of each of the elevators is 30,000 bushels.

Several grain companies in Canada, including the United Grain Growers, Ltd., contemplate closing down their elevators for one month during the planting season, it is rumored, so releasing between 2,000 and 3,000 men for farm work.

At Chatham, Ont., the Kent Bridge Farmers Co-operative Society was organized to erect and operate a grain elevator. The capital stock of the company is \$25,000. E. A. Pickard is president; J. E. Sherman, vice-president; E. A. Langford, secretary.

Melfort, Sask., will possess another elevator this year, plans having been prepared to build a co-operative elevator at that point. Mr. Sales, of Regina, representing the Saskatchewan Co-operative Elevator Company, visited the town on March 26 and a meeting of the grain growers was held. It was arranged for the erection of a 30,000-bushel elevator and it is to be erected in time to receive this year's crop.

THE DAKOTAS

The grain elevator of A. E. Highum at Powers Lake, N. D., has been sold by him.

A new elevator of 60,000 bushels' capacity is to be erected at Hecla, S. D., for the Farmers Elevator Company.

The elevator of A. J. Miller at Minto, N. D., has been purchased by a line company. Mr. Miller has retired from business.

The Equity Elevator & Trading Company of Esmond, N. D., has made plans for the erection of a grain elevator there.

The Farmers Grain & Elevator Company of Finley, N. D., has let the contract for the erection of a new grain elevator.

The elevator and coal business of C. W. Bremer, conducted by him at Bemis, S. D., has been purchased by A. J. Lockhart.

Efforts are being made to interest farmers around Clear Lake, S. D., in the formation of a company to conduct a grain elevator at that point.

The Northwestern Paper & Fiber Company's mill at Grand Forks, N. D., has been taken over by the Levant Elevator Company, which will convert it into a grain elevator.

The Jerauld County Farmers Union was incorporated at Wessington Springs, S. D., capitalized at \$100,000. W. P. Schuit, T. H. Shyrook and Joe Atkins are named as incorporators.

N. Nelson is president and Henry Weeks secretary of the Farmers Co-operative Elevator Company of Centerville, S. D., which was recently incorporated there to deal in grain and coal.

G. A. Dodds, Joseph Cope and H. W. DeJong have filed articles of incorporation at White Lake, S. D., for the Farmers Union Co-operative Association. The capital stock of the concern is \$25,000.

The Farmers Co-operative Elevator Company of Kulm, N. D., has commenced work on the construction of its new elevator there with a capacity of

40,000 bushels. The plant will include 28 bins and five cleaners.

Articles of incorporation have been filed for the Farmers Co-operative Grain Supply Company of Garretson, S. D., with the following directors: Ole J. Berdahl, F. E. Ingleson, John H. Bly and others. The organization is capitalized at \$25,000.

David Flemming is president; John P. Anderson, vice-president and Albert Gulmon, secretary-treasurer of the Equity Co-operative Farmers Elevator Company, recently organized at Sanborn, N. D. The old farmers elevator there has been taken over by the new organization.

OHIO AND MICHIGAN

The elevator of H. I. Staley at Dawson, Ohio, has been purchased by C. H. Ginn and William Snow.

The elevator of Chris Nelson at Westwood, Ohio, has been purchased by Wm. Niemeyer of Westwood, for \$5,500.

O. R. Einsel's elevator and coal business at Shiloh, Ohio, has been purchased by the Shiloh Equity Exchange Company.

The capital stock of the Sedalia Grain & Lumber Company at Sedalia, Ohio, has been increased from \$25,000 to \$35,000.

A farmers' elevator is to be built at Montrose, Mich., it is contemplated, which will be run on a co-operative basis.

Articles of incorporation have been filed for the Fenwick Elevator Company of Fenwick, Mich. The capital stock of the company is \$10,000.

Capitalized at \$25,000, the American-Canadian Wheat Company was formed at Akron, Ohio. Chas. H. Spence is interested in the corporation.

Repairs are to be made on the elevator of John R. Stafford of Cincinnati, Ohio, in compliance with orders of the fire department of that city.

Farmers in Oxford Township are interested in the establishment of a grain elevator at Kimball, Ohio, to be conducted on the co-operative basis.

Incorporation papers have been filed for the Haskins' Farmers Grain Company of Haskins, Ohio. The capital stock of the company will be from \$15,000 to \$30,000.

A corn drying plant furnished by the Hess Warming & Ventilating Company of Chicago is to be installed in the plant of the Early & Daniels Company of Cincinnati, Ohio.

The Levering Bros. of Mt. Vernon, Ohio, have made arrangements for the construction of a grain elevator. The company already operates a warehouse handling farm produce, etc.

Ernest Kreimendahl, Herbert F. Kreimendahl, T. A. Weis, J. M. Weis and Perry C. Miller have incorporated at Celina, Ohio, as the Elgin Grain Company. The corporation is capitalized at \$10,000.

J. W. Zimmerman, E. E. Carter, Elmer Nelson, Robt. L. Dunnipace and J. A. Russell have filed incorporation papers for the Sugar Ridge Grain Company of Sugar Ridge, Ohio, capitalized at \$40,000. The company will handle grain.

Tentative plans have been formed by J. M. Smith, a coal dealer of Bucyrus, Ohio, for the erection of a grain elevator and coal yards on a site of land just purchased by him. If his plans materialize, the plant will be ready for operation early in the year of 1919.

WESTERN

The Rocky Mountain Elevator at Belt, Mont., has been reopened.

A grain elevator is to be constructed at Ritzville, Wash., for Otis Leonard.

An elevator is being erected at Rosalia, Wash., for the farmers of that vicinity.

A new elevator has been completed at Buhl, Idaho, for the Buhl Farmers Equity.

A 100,000-bushel elevator is to be built at Grass Valley, Ore., by ranchers around there.

The O'Neil Grain Company is contemplating building a new elevator at Ritzville, Wash.

The Burns Stock & Grain Company was incorporated at Sundale, Wash., capitalized at \$30,000.

Farmers around Haines, Ore., are interested in the proposed erection of a bulk grain elevator there.

The 1,000,000-bushel elevator at Portland, Ore., will be completed in time for handling the 1918 crop.

The Southern Pacific Milling Company, situated at San Miguel, Cal., will build a grain elevator there.

A new elevator is to be constructed at Burns, Wyo., for the Farmers Milling & Elevator Company.

A new grain elevator costing \$25,000 is to be built at Thornton, Wash., for farmers in that vicinity.

The elevator of the Preston-Shaffer Milling Company at Freewater, Ore., is being enlarged. An

addition of 85,000 bushels' capacity is to be constructed.

A 60,000-bushel elevator will be erected at Farmington, Wash., for the Farmers Warehouse Company.

Farmers in the neighborhood of Deary, Idaho, are interested in the proposed plant for handling grain, etc.

A number of grain elevators are to be built at Whitman County, Wash., by the Farmers Union of Colfax, Wash.

A new elevator is to be constructed for the Farmers Union Warehouse Company at Spring Valley, Wash.

A grain elevator is to be constructed at Sprague, Wash., by the Lamont Farmers' Union Elevator Warehouse Company.

A grain elevator with capacity for 80,000 bushels is to be built at Waterville, Wash., for the Waterville Union Grain Company.

A new elevator is to be constructed at Montour, Idaho, by H. A. Pugh. The capacity of the plant will be about 10,000 bushels.

Capitalized with stock of \$100,000, the Beaverhead Milling & Elevator Company has been incorporated at Dillon, Mont.

A concrete elevator with capacity for 60,000 bushels is to be built at Mondovi, Wash., by the Davenport Union Warehouse Company.

A concrete grain elevator costing \$32,000 is to be built for the Walla Walla Warehouse & Elevator Company at Walla Walla, Wash.

The farmers elevator at Cascade, Mont., is to be sold. Lack of co-operation among the farmers is said to have necessitated the sale.

An elevator of 40,000 bushels' capacity is to be built at Chard Station (mail Starbuck), Wash., for Sam McGee and Frank Thompson.

The farmers of Molson, Wash., who have an interest in the elevator there are planning to double the capacity of the plant in the near future.

Probably a grain elevator and potato cellar and grist mill will be erected at Rockford (mail Pingree), Idaho, for farmers in that neighborhood.

The Farmers Elevator Company of Gwendolen, Ore., has been organized capitalized with stock of \$12,000. The company will erect a new elevator.

Capitalized at \$15,000, the Farmers Elevator & Produce Company was incorporated at Valleyford, Wash. The company will erect a grain elevator.

F. P. Feenan, C. W. Hamilton and others have organized at Diamond, Wash., as the Diamond Elevator Company. The capital stock of the company is \$20,000.

The Roundup Elevator Company of Roundup, Mont., is to be dissolved as a corporation and the business is to be conducted as a co-partnership in the future.

The North Powder (Ore.) Farmers Elevator Company was recently organized. The company intends to build a grain elevator with a capacity of 30,000 bushels.

Attempts are being made to raise sufficient funds for the erection of a grain elevator at Williams, Cal. E. A. Brim, G. A. Ware and J. L. Mendenhall are interested.

The capital stock of the Orofino-Rochdale Elevator Company of Orofino, Idaho, has been increased to \$30,000. The company will build a grain elevator in the near future.

I. F. Hill, E. F. Sharp, C. H. Thompson and others have incorporated at The Dalles, Ore., as The Dalles Co-operative Union Elevator Company. The capital stock of the company amounts to \$20,000.

A 100,000-bushel elevator addition is to be erected to the 75,000-bushel plant of the Cottonwood Milling & Elevator Company, Cottonwood, Idaho. The capital stock of the company has also been raised from \$40,000 to \$100,000.

The capacity of the plant of the Farmers Union Warehouse Company at Genesee, Idaho, is to be trebled. A new elevator 50,000 bushels in capacity is to be erected on one end and a 100,000-bushel elevator on the other end.

Plans are under consideration for the erection of a grain elevator with capacity for 60,000 bushels at a point near Klamath Falls, Ore., on the new Strahorn Railway. The plant will be conducted on the co-operative basis.

S. C. Bennett is president of the Farmers Co-operative Grain Elevator Company, a temporary organization at Nord, Cal. The company has already subscribed \$5,000 towards a new elevator to be built there in the near future.

The warehouse of the Uniontown Co-operative Association of Uniontown, Wash., is to be converted into a bulk grain handling elevator of 65,000 bushels' capacity. The Leon, Wash., plant of the same company will be increased to 40,000 bushels.

The Pacific Coast Elevator Company's elevator at Oakesdale, Wash., has been purchased by Dan Rob-

inson and W. C. Crowe. They, together with two other parties, will conduct the plant, which has a capacity of 40,000 bushels. The plant has not been in operation for 12 years.

The Juliaetta Farmers Union Warehouse Company of Juliaetta, Idaho, has amended its articles of incorporation, changing its name to the Juliaetta Elevator Company. A grain elevator of from 70,000 to 80,000 bushels is to be erected. The plant will include a modern bean cleaner.

F. M. Martin Grain & Milling Company of Cheney, Wash., is going to build a new 15,000-bushel elevator and 800-barrel mill. The plant will cost \$150,000 when completed. F. M. Martin is president; J. K. Smith, vice-president; Clarence Martin, secretary and general manager.

The organization of the Shaniko Farmers' Elevator Company at Shaniko, Ore., has been completed and plans are under way for the erection of a grain elevator with a capacity of 30,000 bushels. The plant will cost \$18,500. X. Lemmon, O. H. Borthwick, R. W. Meyers, D. D. Wilson and L. W. Alden are interested.

The H. A. Robinson Grain Company and the L. M. Hunt Grain Company of Colorado Springs, Colo., have consolidated and will in the future operate as the Robinson-Hunt Grain Company with Mr. Robinson, president; Mr. Hunt, vice-president and general manager and Fred Simpson, assistant manager. The capital stock of the company is \$100,000.

MINNESOTA AND WISCONSIN

A. O. Lake has purchased the Betts & Smith Elevator at Lesueur Center, Minn.

Farmers are organizing an elevator and warehouse company at Mellen, Wis., to operate there.

A six-story warehouse and storage addition 66x72 feet is to be built for the Armour Grain Company of Milwaukee, Wis.

H. H. Peters & Son have sold their elevators and warehouses at Grandmarsh, Wis., to the Grandmarsh Lumber Company.

The Commander Elevator Company has built at Eagle Lake, Minn., a corn crib of 2,000 bushels capacity. It has also made plans for overhauling its elevator.

The St. Paul, Minn., Equity Co-operative Exchange is securing control of about 50 elevators in Minnesota, Montana and the Dakotas. The total capacity of its new possessions is 2,000,000 bushels.

The grain, hay and fuel business of Forland & Samuelson at Sturgeon Bay, Wis., has been taken over by the Fuller-Goodman Company. Possession was given on April 1. The new owners will conduct the grain and hay business in connection with its lumber industry.

The elevator of P. Beck & Sons at Lake City, Minn., has been purchased by an organization of farmers. The company will operate on the co-operative plan, under the name of the Farmers' Elevator Company. Paul Gohl is president; Peter Schafer, secretary; H. Juers, treasurer.

tional Association, and also to all the grain exchanges.

President Eikenberry has for some months had in mind the matter of calling a mass convention of the trade to see if something could not be done to relieve the dealers of at least some of the restrictions which have proven so onerous. His purpose in delaying the meeting until the first week of May is obvious. He wanted to wait until it became known what the volume of the 1918 wheat crop is likely to be. Should the country have another short crop, as in 1917, it is manifest that the regulations formulated by the meeting will necessarily be different from those that would be framed should the crop be an average one or better.

The meeting will be in the nature of a mass convention, so that the fullest expression possible may be obtained from the trade.

ILLINOIS PLANS BIG CONVENTION

The Illinois Grain Dealers Association is making plans for the largest convention in the history of the organization, to be held in Chicago on May 21 and 22. It is the twenty-fifth annual meeting and special features of the program will make the convention notable in many respects. An Entertainment Committee, with W. N. Eckhardt as chairman, has already been appointed by the Chicago

ASSOCIATIONS

CONVENTION CALENDAR

April 18-19—Western Grain Dealers Association, Ft. Dodge, Iowa.

May 6-7—Grain Dealers National Association mass meeting, Kansas City.

May 21-22—Illinois Grain Dealers Association, Chicago.

May 28-29—Kansas Grain Dealers Association, Topeka.

June 9-11—American Seed Trade Association, Chicago.

July 9-11—National Hay Association, Cleveland, Ohio.

September 23-25—Grain Dealers National Association, Milwaukee, Wis.

WESTERN GRAIN DEALERS' PROGRAM

The annual meeting of the Western Grain Dealers Association will begin on Thursday morning, April 18, at the Commercial Club rooms, Fort Dodge, Iowa. The Wahkonsa Hotel is headquarters. At 1:30 p. m. the formal program starts with an address of welcome, after which President S. W. Wilder will give his annual address. E. C. Eikenberry, president of the National Association, will discuss "The Grain Trade Under War Conditions," and J. J. Stream, head of the coarse grain division of the Grain Corporation, is scheduled for a "Heart to Heart Talk." The trade is asked to participate in the discussion of this talk, bringing all their problems and suggestions for improving the manner of handling grain.

At 6:30 p. m. on Thursday there will be a banquet, at which Robert Healy of Fort Dodge will talk on Patriotism; D. C. Kent of Rolfe, Iowa, late lieutenant Canadian Expeditionary Forces, will give "Personal War Experiences," and C. H. Bailey, for the U. S. Bureau of Chemistry, will talk on "Grain Dust Explosions—Their Cause and Prevention."

On Friday morning there will be reports by the secretary-treasurer; on "Insurance," a talk by a representative of the Department of Agriculture on "Federal Supervision of Grain Inspection," and a general discussion of the "Report of Interstate Commerce Commission on Loss and Damage Claims, Docket No. 9009," and on "Interest Charges Against Shippers' Drafts."

Friday afternoon will be devoted to reports of regular committees and the election of officers.

ANNUAL MEETING OF SCALE MEN

The third annual meeting of the National Scale Men's Association was held in Chicago, March 25-27, and the sessions developed many discussions of particular interest to the grain trade. Addresses were delivered by F. G. Meagley, assistant general freight agent of the Santa Fe Railroad; Dr. Reichman, superintendent of scales of New York; Robert Welch, of the Pennsylvania Railroad; N. C. Webster, of the Richardson Scale Company; H. O. Hem, of the Toledo Scale Company, and H. A. Foss, weighmaster,

Chicago Board of Trade. Mr. Foss outlined a plan for the "clear record" car situation which promises some measure of aid in clearing the atmosphere from this disputed subject. He proposed the following resolution to put his plan into effect:

Resolved, That a committee be appointed composed of weighmasters, railroad scale men testing grain scales and scale inspectors for grain dealers' organizations be appointed, the number of members on the committee and its personnel to be determined by the president of our Association, for the purpose (1) of acquiring and disseminating pertinent information relative to the causes and preventing of weight differences, and (2) promoting uniformity in the methods of scale installation, and in the practices of scale men, grain weighmasters, and all those weighing grain at interior country loading points; and be it further

Resolved, That this committee be instructed to make a report of its findings at our next annual convention, and also that the results of the researches of the committee, together with any recommendations it may have to offer, be published from time to time in the official publication of our Association, *The Scale Journal*.

The resolution was carried and the following committee was named: H. A. Foss (chairman), weighmaster, Board of Trade of the city of Chicago; C. G. Stoddy, scale inspector, Rock Island Railroad, Chicago; C. C. Neale, commissioner of weights and measures, State of Minnesota, St. Paul; George A. Wells, secretary, Western Grain Dealers Association, Des Moines; A. E. Schuyler, Grain Door Reclamation and Cooperage Bureau, Chicago; C. A. King, scale inspector, Western Weighing and Inspection Bureau; M. H. Ladd, weighmaster, Milwaukee Chamber of Commerce, Milwaukee; F. H. Schlunkert, scale supervisor, Missouri Pacific Railroad, St. Louis; B. B. Gordon, scale inspector, Pennsylvania Lines West, Logansport, Ind.

The election of officers resulted in the selection of T. E. Brentnall, general scale inspector Union Pacific, Denver, Colo., as president; vice-president, C. F. Byerly, American Automatic Scale Company, Chicago; secretary-treasurer, A. G. Zeibel, supervisor of scales of the Cotton Belt Railroad, Texarkana, Ark.

MASS MEETING OF THE TRADE

President E. C. Eikenberry of the Grain Dealers National Association has issued the call for a mass meeting of the grain trade, to be held at the Coates House, Kansas City, Mo., on May 6 and 7.

The purpose of the meeting is to discuss the handling of the 1918 wheat crop, and to formulate regulations for presentation to the Food Administration.

It is expected that as a result of the meeting a committee will be named to take up with Julius H. Barnes, president of the Food Administration Grain Corporation, the whole problem of the next wheat crop—its handling at the terminal and country elevators, its transportation, and the various regulations which the Food Administration has seen fit to impose on the trade in the disposition of the 1917 crop. Mr. Barnes will be asked either to modify greatly the regulations now in effect or to abolish them entirely and hand the machinery back to the trade.

This call is going to each of the nine state grain associations affiliated with the Grain Dealers Na-



MAJOR WILLIAM E. CULBERTSON

Board of Trade, and they will make things interesting for the delegates. Ex-president William Howard Taft, Julius H. Barnes and Hon. Robert I. Hunt, assistant treasurer of the United States, are among the possibilities as speakers, but the formal program has not yet been completed and will be announced later.

The headquarters of the convention will be the La Salle Hotel and special rates have been secured for delegates. The ballroom on the 19th floor will be used for the sessions, the registration desk being on the same floor.

The convention will be the largest and most interesting ever held in Illinois, for the questions relative to handling the new crop will have authoritative answers at this time. There is no doubt but the grain handling rules for the coming wheat crop will be materially changed this year. The conditions under which it will come to the market are so different from those that obtained last year that the old rules will be altogether obsolete, unless some national catastrophe should cut present prospects in half.

The quarter century anniversary and the importance of the subjects to come before the meeting, in addition to the entertainment afforded by Chicago, will bring out a record crowd, not only from Illinois, but from many outside markets as well.

Members of the Association will have an opportunity to meet their new secretary, Major W. E. Culbertson of Delavan, who took up the duties of that office when Captain E. B. Hitchcock, answering the call that had been sounding in his ears ever since the war started, accepted his commission as captain and joined the military forces of the United States attached to the General Staff at Washington. Captain Hitchcock has held the position of secretary since the death of S. W. Strong, and has made a notable record in the office. His efficiency, courtesy and devotion have endeared him to the membership and they would be most unwilling to have him go for any other reason than to serve Uncle Sam.

Major Culbertson comes to the office well equipped

to handle the affairs of the Association in an able manner. For 17 years he was in the grain business with his father, W. J. Culbertson, of Delavan.

He has been a member of the Illinois National Guard since 1900, and rose through all the ranks to his majority. His military record from the files of the Adjutant General, is as follows:

William E. Culbertson enlisted March 1, 1900, private, Company K, 5th Illinois Infantry. Sergeant May 24, 1901. Captain March 12, 1904. Major August 5, 1913. Entered the Federal service March 26, 1917. In command of troops guarding the Western Cartridge Factory at East Alton, Ill. Se-

lected to attend the Army School of Musketry at Fort Sill, Okla. Completed the course in August. Assigned to command the 123rd Machine Gun Battalion, U. S. Army. Honorably discharged December 30, 1917, on account of physical disability.

Major Culbertson's disappointment was keen when he was discharged, and his heart is still in the service, but his army training as a leader and executive and his experience in the grain business make a combination which will undoubtedly be felt to the good of the Association. We extend our heartiest congratulations and good wishes for success in his new office.

Hutchinson, Kan.—Young & Son lost a considerable quantity of hay, including 1,600 bales prairie hay, 400 bales straw and 100 bales alfalfa, when its large hay barns were burned with a loss of \$8,000.

Waco, Texas.—On March 22, the \$25,000 plant of the Clement Grain Company burned and \$15,000 worth of grain was ruined. The fire started from a hot-box in elevator shaft. The grain was fully covered by insurance.

Dalton, near LeMars, Iowa.—The Atlas Elevator here burned with \$12,000 losses. The elevator contained about 3,000 bushels corn and 4,500 bushels oats. The loss was covered by insurance and the plant will be rebuilt.

Howe, Texas.—The G. B. R. Smith Milling Company's warehouse office and elevator burned on March 22 together with 30,000 bushels grain. The loss on the grain is estimated at \$60,000 and that on buildings at \$15,000.

Ellsworth, Kan.—The elevators of the Ellsworth Mill & Elevator Company and of C. V. Veatch burned. The latter elevator had a capacity of 10,000 bushels but contained no grain at the time of the fire. Both buildings were a total loss.

Galesburg, Ill.—The J. C. South Grain & Coal Company of Knoxville lost the grain elevator at Galesburg, which it operated under lease, by fire of unknown origin. Between 4,000 and 5,000 bushels oats and corn were destroyed, causing a loss of \$5,000.

Murray, Neb.—Fire destroyed, with \$10,000 losses, the elevator of A. B. Wilson Grain Company here. About 4,000 bushels corn and 700 bushels wheat were also consumed by the blaze. The grain was fully insured and partial insurance was carried on building.

Cooperstown, N. D.—The Hammer-Halvorson-Beirer Elevator here burned on April 9 and 1,800 bushels wheat, 2,000 bushels barley, 1,900 bushels flax and 6,000 bushels oats were consumed. The fire is believed to have been of incendiary origin and started in the driveway.

Kansas City, Mo.—During a large fire which occurred in the business section of this city, the Missouri Seed Company's warehouse burned and the stock of seed damaged so that the loss amounts to \$210,000 to that company. The total loss to the entire district amounted to \$2,500,000.

FIRES—CASUALTIES

Pratt, Kan.—High winds damaged the Strickler Co-operative Exchange Elevator here.

Belleville, Ont., Canada.—Chas. Bishop's feed store was recently damaged by fire.

Temple, Texas.—Fire damaged the feed store of Harper Brown. The loss totaled \$12,000.

Muskogee, Okla.—On March 28, the Davidson Mill & Elevator Company's elevator burned.

Mechanicsburg, Ill.—Fire did slight damage to the elevator of H. O. Fullenwider here. Defective wiring caused the blaze.

Sadorus, Ill.—The DeLong Bros.' elevator collapsed scattering 300,000 bushels corn and oats and causing a damage of \$25,000.

Buhler, Kan.—Slight damage was caused to the plant of the Buhler Mill & Elevator Company by fire which started from a motor.

Mason City, Neb.—Fire caused slight damage to the elevator of J. B. Tierney. The fire was started by sparks from a passing engine.

St. Johns, Mich.—The John Hicks Elevator was destroyed by fire which occurred early in April. The loss is estimated at \$30,000.

Philadelphia, Pa.—The plant of the Penn Grains & Feed Company has been damaged by fire. The loss incurred amounted to about \$25,000.

Severy, Kan.—The storehouse of A. M. Brandt burned. About 20 tons hay and 500 bushels corn were destroyed. The loss amounted to \$2,000.

Kansas City, Mo.—The Memphis Elevator's grain drier building here was damaged by fire on March 5. About 3,000 bushels corn were destroyed.

Center, Texas.—The Center Grain & Grocery Company suffered fire loss on its buildings recently. The loss amounted to \$2,500; no insurance.

Greenwich (mail Kankakee), Ill.—The old Risser Elevator, owned by the Bartlett-Frazier Company, burned. The building has not been occupied for 8 years.

Edmonton, Alta., Canada.—The grain elevator of the Western Canada Flour & Milling Company situated here was slightly damaged by fire on March 16.

Sabetha, Kan.—The Derby Grain Company's elevator here burned on March 21. About 2,500 bushels corn were destroyed. The origin of the fire is not known.

Keithsburg, Ill.—The Newell Elevator here was burned, together with about 500 bushels of corn. The fire started from defective wiring. Insurance of \$1,000 was carried.

Estherville, Iowa.—B. B. Anderson's elevator was slightly damaged by fire on April 4. The fire started from an overheated box but was extinguished before serious loss was caused.

Neosho, Mo.—Fire destroyed the Thurman-Davis Grain Company's elevator here with \$65,000 losses. A large quantity of grain was stored in the plant at the time of the fire.

Cheney, Kan.—Fire damaged the Larabee Elevator together with 1,200 bushels wheat. Kerosene soaked rags were found after the fire in the plant. The loss amounted to \$3,000.

Sleepy Eye, Minn.—About \$1,500 of seed wheat and granary here were destroyed by fire which started when some rubbish near the granary was being burned and left unguarded.

Ihlen, near Pipestone, Minn.—The Northwestern Elevator and its contents was destroyed by fire. The plant contained about 20,000 bushels of grain at the time of the conflagration.

Latty, Ohio.—Fire of unknown origin destroyed the elevator at this place of John Wickenhiser & Co., Toledo, Ohio, on March 31. No grain was stored in the building at the time of the conflagration. The loss is estimated at \$9,000; elevator was fully insured. The plant is not to be rebuilt.

Port Arthur, Texas.—The C. H. Barnes Feed Store here was destroyed by fire of unknown origin. The plant was 25x140 feet and was filled with hay, grain and feed at the time of the fire.

Port Byron, Ill.—On March 20, the plant of the Farmers' Elevator & Supply Company was destroyed. An explosion of gasoline is believed to have caused the fire. Loss, \$20,000.

Hearne, Texas.—The Haigler Grain Company lost its warehouse, by fire. A considerable quantity of feedstuff was stored in the plant. The loss amounted to \$2,000, partly covered by insurance.

Avondale, Colo.—The elevator and mill here burned with losses of about \$30,000. About 100 cars of ground alfalfa meal were consumed. A loose bolt passing through grinder caused the fire.

HAY, STRAW AND FEED

A feed business has been opened at Baird, Texas, by F. E. Alvord.

A. M. Hanna now owns the feed business of Chas. K. Kidd at Gas, Kan.

The Housman feed business at Keytesville, Mo., is now owned by C. P. Thrash.

A feed and produce business will be opened at Anadarko, Okla., by E. D. Mills.

David Van Meter's feed business at Bolckow, Mo., has been purchased by C. A. Hirsh.

The Lytle Flour & Feed Company of Waterloo, Iowa, contemplates suspending business.

The Columbia Flour & Feed Company of Columbia, Mo., has filed a petition for dissolution.

At Albany, N. Y., the West End Feed Company has been incorporated, capitalized at \$30,000.

George A. Down & Son are succeeded in the feed and flour business at Brewerton, N. Y., by W. F. Down.

Irvin Hill's interest in the feed store located at New Hampton, Mo., has been purchased by G. A. Dunlap.

Ditto & Allen of Brandenburg, Ky., will handle feed, hay and corn and oats in addition to their mill industry.

The feed and flour business of Chas. Hanna at Abbotsford, Wis., has been sold by him to J. E. Lyons of Colby.

The Northern Brokerage Company of Great Falls, Mont., has completed a new warehouse there for

storing hay and feed. The 50x100 foot floor has room for 25 cars of hay and feed.

The feed and flour store of C. Tilley at Marshall, Ark., has been sold to the Z. V. Ferguson Mercantile Company.

Possibly the Denver Grain Exchange at Denver, Colo., will commence the inspection of hay in the plugging system.

On April 1 a commission charge of 75 cents per ton and a minimum of \$10 per car became effective at Cincinnati, Ohio.

The capital stock of the Oakley Coal & Feed Company at Cincinnati, Ohio, has been increased from \$10,000 to \$50,000.

The interest of Frank Bowers in the warehouse and feed business at Montfort, Wis., has been purchased by J. H. Johnson.

The Marion Grain & Hay Company of Marion, Ohio, has been granted a permit to erect a feed building there at a cost of \$2,500.

The City Feed Store situated at Ashtabula, Ohio, has been purchased by James Hewitt. He will remove the stock to his own feed store.

A building at Hagerstown, Md., has been purchased by Emory Line in which he will open a feed business which will be conducted by Geo. Line.

J. C. Long has disposed of his building at Blair, Neb., in which he has conducted a feed, flour and coal business, to Jack Ryan and will close out his stock as soon as possible.

ALFALFA
We are the Largest Distributors
of ALFALFA in
GREATER NEW YORK
Shippers who have Alfalfa Hay to dispose of, if they will
communicate with us we will provide a satisfactory outlet.
ALFALFA
W. D. Power & Co., 12-15 N. Y. Hay Exchange
NEW YORK

HAY

Mr. Hay Shipper:

When you consign a car of hay you have a right to expect special service, such as can only be given by a firm engaged strictly in the commission business. We have been in business many years and given personal attention to all shipments entrusted to our care. We are members of the Chicago Board of Trade and can offer the best of bank and mercantile references. TRY US WITH A CAR.

J. J. Considine & Co., 43 Board of Trade Chicago, Ill.

HESS GRAIN DRIERS

Move Promptly

How promptly? See this list of recent sales and shipments:

CUSTOMER	ORDER REC'D	DRIER SHIPPED	CUSTOMER	ORDER REC'D	DRIER SHIPPED
Lewellyn Bean Co., Grand Rapids, Mich.....	Oct. 22nd	Oct. 22nd	Gidding Bros., Octa, Ohio.....	Feb. 6th	*Feb. 22nd
Cape County Milling Co., Jackson, Mo.....	Oct. 23rd	Oct. 25th	Stanford Seed Co., Binghamton, N. Y.....	Feb. 7th	Feb. 8th
Cape County Milling Co., Puxico, Mo.....	Oct. 23rd	Oct. 26th	Argenta Grain Co., Argenta, Ill.....	Feb. 8th	Feb. 9th
Lewellyn Bean Co., Big Rapids, Mich.....	Nov. 2nd	Nov. 3rd	Pioneer Flour Mills, San Antonio, Texas.....	Feb. 9th	Feb. 11th
Kinde Farmers Elevator Co., Kinde, Mich.....	Nov. 5th	Nov. 9th	Born & Co., Lafayette, Indiana.....	Feb. 11th	Feb. 13th
Chatterton & Son, Toledo Ohio.....	Nov. 5th	*Nov. 23rd	Oreana Grain Co., Oreana, Ill.....	Feb. 11th	Feb. 12th
Cedar Rapids Grain Co., Cedar Rapids, Iowa...	Nov. 7th	*Nov. 16th	Amboy Grain Co., Amboy, Ind.....	Feb. 12th	Feb. 15th
Belden & Co., Geneseo, New York.....	Nov. 7th	Nov. 12th	Hunt Bros. Milling Co., Pleasant Hill, Mo.....	Feb. 14th	Feb. 16th
Shellabarger Elevator Co., Decatur, Ill.....	Nov. 9th	Nov. 15th	Gibson Battle Co., Melbourne, Australia.....	Feb. 14th	Feb. 19th
Bishop Grain Co., Sheldon, Ill.....	Nov. 10th	Nov. 14th	Williamson Milling Co., Clay Center, Kan.....	Feb. 18th	Feb. 20th
Bishop Grain Co., Sheldon, Ill.....	Nov. 12th	Nov. 17th	American Hominy Co., Terre Haute, Ind.....	Feb. 20th	*Mar. 20th
Union Stock Yards Co., Chicago, Ill.....	Nov. 17th	*Dec. 31st	Newport Mill Co., Newport, Tenn.....	Feb. 23rd	Feb. 25th
Scholer & Weedman, Farmer City, Ill.....	Nov. 17th	*Dec. 6th	E. W. Conklin & Son, Binghamton, N. Y.....	March 1st	March 2nd
Funks Grove Grain Co., McLean, Ill.....	Nov. 17th	Nov. 24th	Nebraska City Corn Mills, Firth, Neb.....	March 5th	March 6th
Farmers Elevator Co., Letcher, S. D.....	Nov. 23rd	Nov. 27th	Samuel Hastings Co., Cairo, Ill.....	March 6th	*
Detroit Union Elevator, Detroit, Mich.....	Nov. 24th	*Dec. 27th	Atlanta Milling Co., Atlanta, Georgia.....	March 6th	March 7th
Heaton Farmers Grain Co., Heaton, Ill.....	Dec. 5th	Dec. 12th	Central Illinois Grain Co., Ashland, Ill.....	March 7th	March 7th
Shellabarger Elevator Co., Decatur, Ill.....	Dec. 11th	Dec. 13th	Central Illinois Grain Co., Laomi, Ill.....	March 7th	March 9th
American Hominy Co., Decatur, Ill.....	Dec. 17th	*Feb. 19th	Burton View Grain, Coal & Lumber Co., Burton View, Ill.....	March 13th	March 13th
Pierce Elevator Co., Union City, Ind.....	Dec. 19th	Dec. 20th	J. F. Umpleby, Ohlman, Ill.....	March 13th	March 13th
Chambers & Foote, Tuscola, Ill.....	Dec. 22nd	*Jan. 4th	Pittsford Milling Co., Pittsford, New York.....	March 15th	March 15th
Dixie Grain Co., Shelbyville, Tenn.....	Dec. 24th	Dec. 24th	Rea Patterson Milling Co., Coffeyville, Kan.....	March 18th	*Apr. 3rd
Tabor Co-Operative Elevator Co., Tabor, Ill..	Jan. 4th	Jan. 4th	Dorsel Milling Co., Newport, Ky.....	March 21st	March 21st
The Wallace Co., Port Arthur, Mich.....	Jan. 9th	Jan. 9th	Hudson Grain & Coal Co., Hudson, Ill.....	March 22nd	*
W. B. Foresman, Talbot, Ind.....	Jan. 10th	Jan. 10th	Wells-Abbott-Nieman Co., Schuyler, Neb.....	March 23rd	*Apr. 6th
E. B. Conover, Inc., Dawson, Ill.....	Jan. 16th	Jan. 16th	Baltimore Pearl Hominy Co., Baltimore, Md.....	March 25th	*
E. B. Conover Grain Co., Peoria, Ill.....	Jan. 17th	*Jan. 31st	E. B. Conover, Inc. (two driers), Walker, Ill.....	March 27th	March 29th
Trenton Milling Co., Trenton, Ill.....	Jan. 29th	Jan. 29th	Colonial Gov't, British Guiana, So. Amer.....	March 28th	Apr. 2nd
Hercules Powder Co., Dover, N. J.....	Feb. 1st	Feb. 1st	Crete Mills, Crete, Neb.....	March 28th	March 29th
Stonington Farmers Grain Co., Stonington, Ill..	Feb. 1st	*Feb. 12th	Harriman Milling Co., Harriman, Tenn.....	March 28th	Apr. 2nd
Early & Daniel Co., Cincinnati, Ohio.....	Feb. 1st	*March 16th	Wm. Hughes Dillar, Elkhart, Ill.....	March 28th	March 29th
Golden Belt Grain & Elev. Co., Topeka, Kan...	Feb. 2nd	*Feb. 18th	Rock Island Elevator, Kansas City, Mo.....	Apr. 2nd	*
Lawrenceburg Roller Mills Co., Lawrenceburg, Ind.	Feb. 5th	*Apr. 3rd	(J. Rosenbaum Grain Co.)		
Gidding Bros., Milledgeville, Ohio.....	Feb. 6th	*Feb. 22nd	Suckow Company, Franklin, Ind.....	Apr. 8th	Apr. 9th

Orders marked were held to await the readiness of the housings or buildings for the drier, and in all cases the equipments were delivered as soon as the places were ready for them. A few days delay was occasioned in November by the burning of our foundry. We can do as well for YOU.

Hess Out-Door Conditioners

are moving fast also. You need one or more, even if you have a drier, for they take up no room, require no heat. Gravity, sun and wind work for you, free, and save your grain from deterioration. (Not a drier.)

Hess Warming & Ventilating Co.

1210 Tacoma Building

Chicago, Ill.

LOUISVILLE HAY MARKET

BY A. W. WILLIAMS

The movement of hay has been somewhat better during the past month, both into Louisville from rural points and points north of the Ohio River, and to retailers out in the state. However, receipts are lightening up somewhat as farmers are now too busy in the fields to haul hay, while on the other hand the car shortage in this district has been such that it has been almost impossible to make shipments even after the stuff is ready to ship. However, modification of the traffic order under which empties were moving West to move corn, is resulting in more empty box cars coming South.

During a considerable portion of March cars were so scarce that some of the leading lines of the South would only accept shipments for points on their own lines, local shipments at that in some cases, to prevent rebilling. Now, however, improvement is being shown in the supply, although various embargoes still hold.

HAY RECEIPTS AT NEW YORK

BY C. K. TRAFTON

The big decline that occurred in New York hay prices about the middle of March was a source of much surprise to many, if not all, members of the trade. Indeed, practically everyone was unprepared for any striking weakness as they had felt convinced that there was no valid reason to expect anything like abundant receipts, mainly because of the continued scarcity of freight cars and the urgent demand for them to move foodstuffs from the West to the East. Consequently, many dealers were greatly bewildered for a long time to see prices declining while the official receipts continued comparatively small.

After thorough investigation it was finally discovered that the reports on receipts were misleading as they naturally only covered the principal railroads bringing hay to this market. In other words, the depression was largely caused by the unexpected arrival of fairly large quantities over the New York, New Haven & Hartford Railroad, a route which rarely, if ever, brings any noteworthy quantity of hay. As a result, the terminals on this line, notably the Bronx, Brooklyn, and other Long Island points unexpectedly received a fairly large quantity which caused somewhat of a glut temporarily. Therefore, the decline was particularly noticeable at those terminals. In fact, prices were not especially weak at the other yards. As a result, many dealers found it expedient to buy freely at the lower figures, notwithstanding the longer and more expensive haul.

Obviously, this led to striking irregularity, there being an unusually wide difference in quotations, especially on the lower grades, of which the supply was abundant, whereas the choice descriptions continued comparatively scarce. Of course, virtually all of the hay arriving by this unusual route came from New England points. As soon as the receipts over this route became normal there was a reactionary tendency. Still, a material advance was checked partly by the larger receipts via river boats and barges as water navigation has been resumed. It is believed that the production of hay this year will be somewhat smaller because it is the consensus of opinion that many farmers will plow up meadows in order to sow a larger acreage to oats or other grain.

ST. LOUIS HAY MARKET

The Mullally Hay and Grain Co., St. Louis, Mo., in its letter dated April 13, 1918, says: Receipts of hay during the past week were liberal, being 449 cars, in comparison with about 600 cars the preceding week. Our timothy hay market ruled steady at about unchanged prices with a good demand for No. 2 and better grades. Everything around a No. 2 is taken for shipment, causing a free movement. The local trade took what little No. 1 hay offered, leaving the market well sold up on everything except low grades of timothy and mixed hay. The demand for threshed hay continues light at the decline in prices. The feeling on timothy hay is stronger particularly so on the best grades, as the indications are for lighter receipts from now on. Shipments made now of the best grades of timothy will arrive here in good time to sell at a higher range of prices than the present quotations. However, we do not look for any improvement in low grade hay, as most of the trade wants the best hay when they can obtain it during the spring and summer months. Clover hay continues dull, with no demand even at low prices except for an occasional car of the very best. Medium and low grades of heavy clover mixed are also very dull, with no demand. Receipts of prairie hay are light, though there are a great many cars of scant No. 2 and lower grades offered that have been on the market for some time unsold, and sellers are obliged to accept very low prices in order to move the prairie hay on hand. There is practically no No. 1 or choice prairie coming in, but if offered would meet ready sale. Alfalfa hay is ruling quiet and easier, with a fair demand at the prevailing prices.

FIELD SEEDS

A seed store has been opened at Parkston, S. D., by August Bernhard.

A seed and produce business has been opened at Russell, Kan., by J. G. Meier.

Seeds are no longer handled at Idaho Falls, Idaho, by the Sims Company.

T. M. Byland has moved his seed business into better quarters at Clarence, Mo.

A large brick building is to be constructed at Jefferson, Iowa, for the Zeller Seed Company.

After May 1, the seed business of Frank E. Rue will be conducted in larger quarters at Peoria, Ill.

Bonds for \$100,000 have been issued in Musselshell County, Mont., to finance the buying of seeds for farmers.

The seed and flour business of O. A. Scales at Chariton, Iowa, has been purchased by Granville Foster and R. E. Dotts.

The name of the Cerealia Company of Milwaukee, Wis., has been changed to the Kellogg Seed Company. Edw. G. Ricker is secretary.

Incorporation papers have been filed for the Winchester Seed Company, Inc., of Winchester, Va., capitalized at \$10,000. H. H. Baker is interested.

Two large warehouses in San Antonio, Texas, have been leased by the U. S. Government for the purpose of using it as a distributing point for seed for Bexar County.

A new seed store has been opened at Rome, Ga., for the Curry-Arrington Company to handle a complete line of field and garden seeds. Homer Arrington will be in charge.

The growing station of the Jerome B. Rice Seed Company from St. Anthony, Idaho, is to be moved to Rigby, Idaho. An addition is to be built to the present Rigby, Idaho, plant.

R. Gerard of Houston, Texas, is contemplating entering the seed business. Mr. Gerard was formerly in the seed business with the O. P. Jackson Seed Company, Inc., of Houston.

J. Lloyd Ford, J. H. Wahl, and H. T. Douglas have filed incorporation papers for the Shawnee Seed & Peanut Company of Shawnee, Okla. The capital stock of the company is \$50,000.

Edinger & Co., of Louisville, Ky., have added a seed corn department to their grain and seed oats business and have installed a testing department for testing germination of corn and oats.

B. M. Holt, Ella S. Holt, P. N. Bryant, N. P. McClure and R. B. Scatterday have organized at Caldwell, Idaho, as the B. M. Holt Seed & Feed Company. The capital stock of the company is \$250,000.

Robt. C. Kerr, H. N. Richling and M. S. Walker have incorporated at Houston, Texas, as Robert C. Kerr & Co., capitalized at \$35,000. The company will handle and grow seeds, plants, trees and flowers.

For the consideration of \$900,000 the large Nungesser-Dickinson seed factory at Hoboken, N. J., was purchased by the Government. It is not expected that there will be any changes made in the management or in the conduct of affairs of the establishment.

The annual seed fair, under the auspices of the East York Agricultural Board was held in the Town Hall at Marham, Canada, on March 26. The exhibits of seed were not up to the usual form, and many classes were unfilled. The exhibits of beans, oats and peas were best.

A new seed warehouse and elevator plant costing \$250,000 is to be built at Milwaukee, Wis., for the L. Teweles Seed Company. The main building is to be seven stories 84x140 feet and the elevator will be 70x84 of reinforced concrete and brick construction. The plant will be fireproof.

The San Antonio Seed Merchants Association of San Antonio, Texas, was formed by seed dealers there for the purpose of protesting against the competition they have met in the "at cost" campaign carried by the Government. Fred Staffel is president; V. Grasso, vice-president and Alfred Grimm, secretary of the association.

A syndicate of 14 banks in Chicago has been formed for the purpose of financing the distribution of seed corn in Illinois. Plans are now under way which will make available for the purpose \$1,100,000. W. G. Eckhardt of De Kalb, seed administrator of Illinois, will have charge and will operate through the State Council of Defense Seed Corn Administration.

Seed corn guaranteed to germinate 98 per cent sold at what is said to be a world record price of \$50 per bushel at Wm. Taylor's recent auction sale near Harrow, Ont., Canada. There were eight

bushels in the lot, of Whitecap Yellow Dent variety, and the seed corn situation is so acute that the buyers became frenzied in their efforts to procure it. The first bushel was knocked down at \$30, while subsequently prices were run up to \$50 to procure the last bushel.

NEW SEED TRADEMARK

The following new seed trademark was published in the U. S. Official Patent Gazette during the past month: "Good Luck To You" clover seed, grass seed



and similar seeds for the growing of crops. Datus C. Smith, Blanchard, N. D. Filed November 17, 1916. Serial No. 99,358. See cut.

TIMOTHY SEED AND NEW CLOVER

"Trade in the new clover seed crop for October delivery started this week at \$14," say Southworth & Co. of Toledo in a special letter of April 13. "With two exceptions this is higher than clover ever sold previous to the past year, but now conditions are much different than before and all agricultural products are selling at extreme levels. At this high level prices are likely to show wide fluctuations. We have reports that clover fields are looking good.

"Timothy has been under pressure. Stocks have accumulated steadily and are now the largest of the season. Most of this seed is held by large dealers who believe that the seed will be wanted next season. They believe that high prices for hay will prevent much of the timothy being cut for seed."

CLOVER SEEDS ITINERARY

"October clover seed has started its long journey," write C. A. King & Co. of Toledo, Ohio. "Start was \$14. It requires prime of the new crop to fill contracts. Low point generally occurs early. High has always occurred after August first. October seed reached \$15.55 last October, but present price is the highest start on record. Start last year was \$9.60. Weather will be the chief factor. Crop appears to have wintered well in most sections. It still has several months to travel. July and August are the most critical months. A big crop is due once in five years. We had one in 1908 and again in 1913. Another is due in 1918. Will history repeat? Will we import any this season? War has decreased production abroad. Peace would be bullish, but is not in sight. Prices will probably continue above normal during the war and for a season or more following."

SEED VELVET BEAN SUPPLY

Reports to the U. S. Department of Agriculture from over 50 of the larger and more important seed velvet bean shippers in southern Georgia and Alabama and western Florida, the sections where practically the entire surplus of seed is produced, indicate that a normal supply is available and is being prepared for shipment this season.

The greatest demand for seed seems to be in Arkansas, Louisiana and Mississippi because of the rapid extension of the acreage of this crop in those states. Several cars are reported to have been shipped into that section from Alabama and Georgia points. There is also a heavy demand in sections farther north and east where the beans failed to mature in 1917 because of early frost, and where the acreage is also being extended.

Heretofore, the chief factor affecting the development of the seed velvet bean industry has been a lack of adequate machinery for threshing or hulling and preparing the beans for market. However, there are, apparently, increased facilities for handling this commodity, and dealers and shippers will be able to take care of the increased demand.

The quality of "huller run" seed this season is reported as fair to good, which is about the same as that of previous years, while a few shippers are offering seed that has been carefully selected, re-

cleaned, and graded that is of superior quality. Owing to the higher price being paid by the mills for beans in the pod, and the increased cost of bags and labor, seed beans of the Alabama and Georgia varieties (known locally as "Early Speckled," "Hundred-day Speckled," "Early Ninety-day," etc.), are selling at this time at \$1.65 to \$2 per bushel, f. o. b. shipping point. This is 40 cents to 75 cents per bushel higher than was being received by shippers at a corresponding time last season. The Osceola variety is selling at \$3 per bushel f. o. b. shipping point, which is about the same as last season's price at this time. Although there is an increased quantity of this variety available for seed, there has been a corresponding increase in demand which has served to stabilize prices.

Shipments of seed velvet beans up to this time are about the same as for last season and a much heavier movement is anticipated during March and April as the planting season approaches.

CLOVER SEED

Clover seed season for the old crop ended this week. At the same time the new crop prices were started. The old crop expired suddenly. End came sooner than anybody expected. Not much was left, but it was a surplus, and that's what makes the price.

Demand for the low grades simply nil, but you can't blame dealers here. Those who held too long must either accept prices to fit the carry-over to the next crop, or continue to be one of the carriers. That's the situation in a nut-shell, and any premiums paid over October must come from some belated buyer who only takes it as he can use it.

October will be the barometer of the growing crop. Old stocks won't cut much figure in price-making, due to their smallness.

Growing conditions will be quickly reflected in the October here. But little complaint of winter killed

has been registered so far. The critical periods are ahead. Big promises in former years have been shattered when the crop seemed almost made. Last crop would have been much larger, but losses in the fields after cutting were very large.

Watch October. Trades will continue to be made in 50-bag lots or multiples. Fifty bags means 125 bushels. October means new seed of the growing crop.—J. F. Zahm & Co., Toledo, Letter of April 14.

Grain and Seeds

BLACK HILLS ALFALFA SEED

Sample and price on request. BROOKSIDE FARM, Buffalo Gap, S. D.

FOR SALE

We have a fine lot of good white seed corn for sale. NEWMAN MILLING COMPANY, Cullman, Ala.

WANTED

We are in the market for clover seed, screenings, tailings, and badly bucked clover seed. Send samples to THE KING SEED CO., North Vernon, Ind.

SWEET SORGHUM SEED SITUATION

In the principal sweet sorghum seed producing states, composed of Kansas, Oklahoma, Nebraska and Texas, it is estimated by the U. S. Department of Agriculture that there was a 50 per cent reduction in the quantity of sweet sorghum seed produced in 1917 because of the general early frost.

Jobbers in the Missouri Valley district have been successful in finding large supplies in Missouri, Tennessee, Alabama and Mississippi, where, normally, no surplus has been produced; and this will aid materially in offsetting the shortage in the principal producing states.

With the improved transportation during the past three weeks, movement from country points has increased and many of the larger jobbers expect to receive a large percentage of their purchases during the next two weeks. The market is lower because of the anticipation of heavier receipts.

L. TEWELES SEED CO. MILWAUKEE, WIS.

Red, White and Alsike Clover
Timothy and Alfalfa Seed

Seed Corn

Field Peas

SEED CORN

If you have Seed Corn to sell, send us sample. If you want to buy Seed Corn write us for Prices.

STOECKER SEED CO.
Peoria, Ill.

A. W. SCHISLER SEED CO.

LET US KNOW YOUR WANTS IN
FIELD AND GARDEN SEEDS

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ST. LOUIS, MO.

Track Warehouse: S. W. Cor. Collins and Biddle

SEEDS Grain, Clover and Grass Seeds CHAS. E. PRUNTY 7, 9 and 11 South Main St. SAINT LOUIS

The ALBERT DICKINSON COMPANY

GRASS SEEDS FIELD

To Meet Demands Of

PURE SEED LAWS

Chicago

Minneapolis

Ross Seed Company

LOUISVILLE, KY.

WE BUY AND SELL

FIELD SEEDS

Send Sample for Bids.

Ask for Prices

Cochrane Quality Field Seeds Are the BEST THAT GROW

Twenty buying stations in the producing sections of Wisconsin and Minnesota enable us to buy the "cream of the crop." Write for quotations and samples.

T. H. Cochrane Co., PORTAGE, WISCONSIN

We want to buy Clover, Alsike, Timothy, Alfalfa
White Clover.

WE BUY AND SELL

Seeds

Write Us Your Needs

SCHISLER-CORNELL SEED CO.

St. Louis, Mo.

MINNEAPOLIS SEED COMPANY

WHOLESALE FIELD SEEDS

HARDY NORTHERN GROWN SEEDS OUR SPECIALTY

BUYERS, RECLEANERS, SELLERS

Ask our bids before selling

Write or wire for samples and prices

TIMOTHY, CLOVERS, MILLETS

Grasses, Forage Seeds, Seed Grains, Peas, Beans and Screenings

SEED ELEVATOR AND WAREHOUSES:
34TH TO 35TH STS. AND RAILROAD
AVE. SO., ON C. M. & ST. P. RY.

P. O. ADDRESS: LOCK DRAWER 1546
OFFICES: 3444 RAILROAD AVE. SO.
MINNEAPOLIS, MINN.

GRAIN ELEVATORS AND WAREHOUSES:
35TH TO 37TH STS. AND RAILROAD
AVE. SO., ON C. M. & ST. P. RY.

White Clover

Orchard Grass

Tall Meadow Oat Grass

Rye Grass

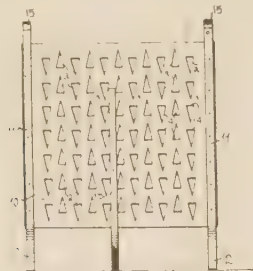
WM. G. SCARLETT & Co.

BALTIMORE, MD.

GRAIN TRADE PATENTS

Bearing Date of March 5, 1918

Seed Corn Drier.—Joseph Hesse, Hartington, Neb. Filed July 30, 1917. No. 1,258,217. See cut.
Claim: A seed corn drier including a metallic sheet having a plurality of rows of V-shaped cuts in the sheet, the material defined by said cuts being bent



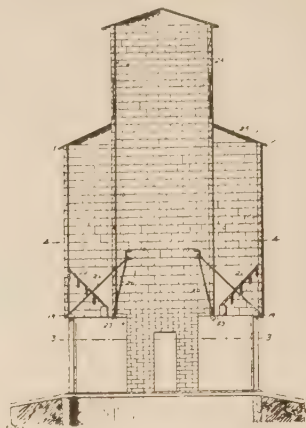
outward in opposite directions so as to provide a plurality of cob engaging prongs projecting from opposite faces of the sheet, the cuts in each row being alternately directed upward and downward.

Bearing Date of March 12, 1918

Grain Elevator Structure.—David G. Johnston, Clayworks, Iowa. Filed June 5, 1916. No. 1,259,021. See cut.

Claim: A grain elevator comprising an inner substantially circular wall, an outer substantially circu-

lar wall, a series of partition walls extending from the inner to the outer wall, each of said walls being formed of horizontal rows of hollow blocks laid with

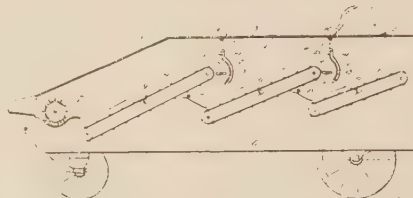


rows of mortar between them, reinforcing wires or rods laid in the mortar between the rows of blocks of each circular wall, and reinforcing wires or rods laid in the mortar between the rows of blocks of the partition walls, and connected at their ends with the reinforcements in the circular walls.

Bearing Date of March 19, 1918

Grain Separator.—Wilbert Maple, Collinsville, Okla. Filed February 6, 1917. No. 1,260,227. See cut.

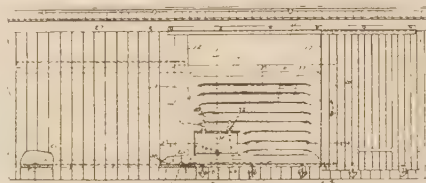
Claim: In a grain separator, the combination with an endless carrier whose upper side moves to the rear; of a grate pivotally supported at its upper end



and with its lower portion slatted and hanging behind the delivery end of said carrier, and a beater rotating in the space between the carrier and said slatted portion.

Grain Door.—Sven Peter Alquist, Denison, Texas, assignor by direct and mesne assignments of nine-tenths to William L. Kellogg, Parsons, Kan., and two-tenths to Allan S. Barrows, Chicago, Ill. Filed October 23, 1915. No. 1,260,251. See cut.

Claim: A sheet metal grain door for a railway car, comprising a sheet of metal pressed into a dish configuration with marginal flanges adapted to bear against the door frame of a car said door being formed in the lower portion thereof with an opening

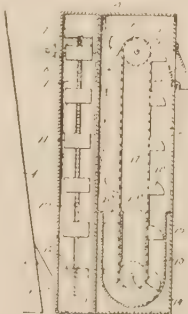


and with a pressed out corrugation surrounding said opening, a sheet metal sub-door hinged to the first-named door on the concave side thereof and formed with a marginal corrugation which interlocks with the aforementioned corrugation, and fastening means for holding said sub-door in closed position.

Bearing Date of March 26, 1918

Machine for Treating Grain.—Thaddeus C. Walstad, Marmon, N. D. Filed December 22, 1916. No. 1,260,606. See cut.

Claim: In a grain treating machine, the combination of a two compartment casing, a receiving hopper communicating with the interior of one compartment of said casing at the bottom thereof, a bucket feed conveyor operative in said compartment positioned to receive and elevate grain fed into the casing through said hopper, the other compartment of said casing being adapted to contain a treating solution, a guide tube in the lower end portion of the second mentioned



compartment of the casing, and a receiving and discharging conveyor operative in said guide tube and provided with a plurality of spaced perforated buckets adapted to fit snugly the interior of said tube, the said feed conveyor being operative in a plane at a right angle to the plane of operation of the said receiving and discharging conveyor.

Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

WANTED

Iron or steel tanks holding from 1,000 to 10,000 bushels of grain. GRIMES-STREITMATTER GRAIN COMPANY, Portsmouth, Ohio.

FLOUR AND MILL FEEDS

Mixed cars of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products. ANSTED & BURK CO., Springfield, Ohio.

HELP WANTED

WANTED

Cereal miller for night work competent to operate rolls, reels, aspirators and attrition mills. Apply J. J. BADENOCH CO., 2014 West 17th St., Chicago, Ill.

WANTED, DRAFTSMAN

High grade man, familiar with design of grain elevators, mill and factory buildings. State age, experience, and salary desired. Eastern location. DEVERELL, SPENCER & COMPANY, Garrett Building, Baltimore, Md.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

MACHINERY

FOR SALE

A good 10-horsepower Fields Gas Engine in perfect running order. THE INMAN FARMERS ELEVATOR CO., Inman, Kan.

WE RENT, SELL OR EXCHANGE

ELECTRIC MOTORS AND DYNAMOS. Belting, pulleys, hangers in stock. SCOTT BROTHERS ELECTRIC COMPANY, 34 Macomb Street, Detroit, Mich.

BAGS

FOR SALE—BURLAP BAGS OF EVERY KIND

New or second-hand, plain or printed with your brand; seamless cotton grain bags; sample bags; burlap, cotton, sheeting, or paper for car lining, etc.

Wanted: Second-hand bags; best prices paid. WILLIAM ROSS & CO., 409 N. Peoria St., Chicago, Ill.

THE SYKES COMPANY

930 West 19th Place, Chicago

MAKERS OF FIREPROOF WINDOWS

WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc.

We make a specialty of

Corrugated Iron and Metal Roofing For Grain Elevators

And take contracts either for material alone or job completed. Write us for prices. We can save you money.



BEANS

\$55 Buys this Bean cleaner and polisher. Guaranteed. Hundreds in use. Send for catalog. STAPLETON BROS. Akron, N. Y.

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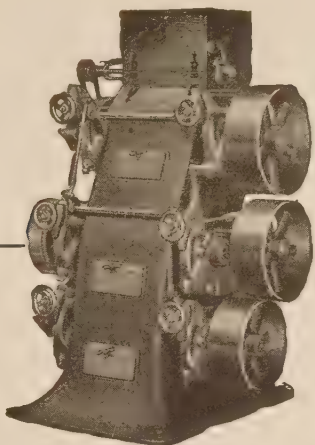
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TRIUMPH POWER CORN SHELLER

C. O. Bartlett & Snow Co.
Cleveland, O.



You need this sturdy, capable, general purpose mill

For grinding feed, table corn meal, pearl meal, linseed, etc., you can use this mill with great profit. This mill is built by men who know milling conditions, for those who want the best in milling equipment.

N. & M. Co. Three Pair High Mill

It has the characteristic N. & M. Co. rugged strength combined with flexibility of operation necessary to handle widely different stocks. Will grind extremely fine, medium or coarse, just as you wish.

Solid one piece cast frame—doors for examining stock beneath each pair of rolls—Ansonia rolls with our easy running, long wearing, collar oiling bearings—one lever simultaneously spreads or closes all three pairs of rolls—any pair of rolls may be removed without disturbing the others—furnished with either belt or gear drive on slow side.

See book on Mills, No. 1290 for details.
If you haven't got it we will send it on request.

Everything
for the
Modern
Mill

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Marmon Co.**
INDIANAPOLIS, IND.

Established 1851

Ask for
Catalogs
on any
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America's Leading Mill Builders



SEND US YOUR SEEDS

WE BUY AND SELL

Red Clover
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Natural Grasses
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44 YEARS IN THE SEED BUSINESS

"MILLING KINKS"



The Companion Volume to the "Book of Wrinkles"



Now Ready for Distribution

All grain men desiring a copy of this new book in the series of wrinkle collections issued by the "American Miller" should place their orders immediately, as the first edition is selling rapidly. Mail orders will be filled in the order in which they are received.

"Milling Kinks" is uniform in size and style with the "Book of Wrinkles" and contains 169 illustrated devices for the aid of elevator men and millers. Chapters are included on: Bins, Hoppers and Sinks; Valves and Spouting; Elevators and Conveyors; Receiving, Separating and Cleaning; Roll Auxiliaries; Sifters and Bolters; Belting and Transmission; Blending and Tempering; Filling and Packing; Sampling and Testing; Dust Collection; Lubrication; Heating, Ventilating and Fumigating; Special Tools and Devices; Miscellaneous.

Price, \$1.00 Postpaid

MITCHELL BROS. PUBLISHING CO.
431 South Dearborn Street :: Chicago, Ill.

OBITUARY

ALBERS.—John Albers died on April 7 from pneumonia. Mr. Albers was associated with the Albers Commission Company of Omaha, Neb.

BAIN.—Walter Bain, for many years an employee of the Marshall Hall Grain Company, St. Louis, Mo., died. At the time of his decease he was in charge of the Burlington Elevator.

BARBER.—Following a stroke of apoplexy, Marshall C. Barber, 72 years, died at Canton, Ohio. He was a grain and mill man.

BOMGARDNER.—Aged 86 years, John W. Bomgardner died on March 31 at Kansas City, Mo. He was one of the oldest members of the Kansas City Board of Trade. Before the Civil War he was a grain buyer and shipper at Plymouth, Ohio. In 1890 he started at Kansas City as the J. W. Bomgardner Grain Company. His two sons and daughter are left.

BROGAN.—On April 1, C. G. Brogan, manager of the St. Paul, Kan., elevator, died from injuries received in an automobile accident.

CALVERT.—A. H. Calvert died recently. He was a well-known grain and lumber man of Muscatoh, Kan.

CLAPP.—On April 5, O. W. Clapp, one of the charter members of the Chicago Board of Trade, died at his home in Chicago, at the age of 71 years. Mr. Clapp had been engaged in the grain business for 50 years.

CLEVENGER.—Aged 74 years, on March 25, Thos. Clevenger died at Philadelphia, Pa., where years ago he was engaged in the grain business. Mr. Clevenger was a veteran of the Civil War.

DUNNER.—Thos. H. Dunner, senior member of the Milwaukee, Wis., feed concern, Dunner Bros. Company, died at his home during March. He had been engaged in business for 35 years. His brother survives him.

DUREN.—Freeman H. Duren died at Salem, Mass. He at one time was engaged in the grain business at Boston, Mass.

GATTMAN.—Myer Gattman died after a short illness at Philadelphia, Pa. He was an old member of the Grain Exchange and for many years had been engaged in the malt business there.

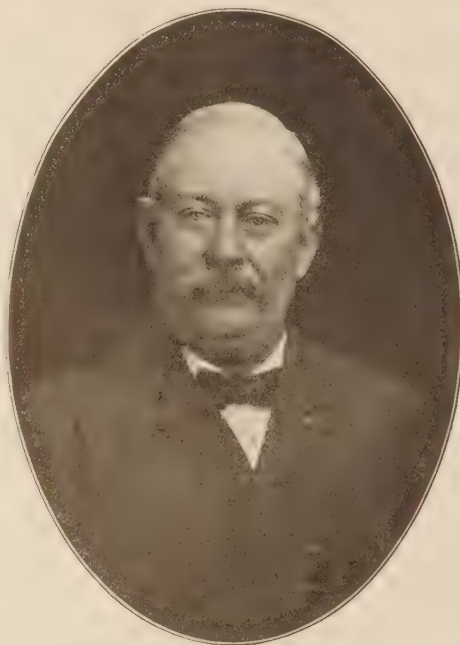
GORG.—A. J. Gorg, a member of the St. Louis Merchants' Exchange, died at the Missouri Baptist Sanitarium. He was buried at Union, Mo.

HAWKS.—Walter Hawks, manager of the Collins Warehouse at Pilot Rock, Ore., dropped dead recently.

LUDOLPH.—C. H. Ludolph died during March at Kansas City, Mo. He had for 12 years been connected with the Logan Bros. Grain Company and at one time was associated with the Denton Bros. Grain Company of Leavenworth, Kan.

McELROY.—On March 25 at Sherman, Texas, J. R. McElroy died. He was a retired grain man and capitalist. At the time of his decease, Mr. McElroy was 60 years of age.

MORRISON.—On March 16, Thos. A. Morrison, a grain dealer and member of Morrison & Thompson, elevator operators of Kokomo, Ind., died at an Indianapolis hospital from uraemic poisoning. He was a resident of Frankfort, Ind., although his place



THE LATE THOS. A. MORRISON

of business was in Kokomo. Mr. Morrison was formerly president of the Indiana Grain Dealers Association and at the time of his death was a director of the Grain Dealers National Association. At the time of his sudden demise he was 64 years old. His widow and daughter survive him.

PRESS.—On March 16, Whiting G. Press died at San Francisco, Cal. He was formerly a Chicago Board of Trade man and was founder of W. G. Press & Co., a grain commission firm.

ROBINSON.—Ed. Robinson died at Evansville, Ind., aged 23 years. Mr. Robinson was a seed and grain dealer at Enfield, Ill.

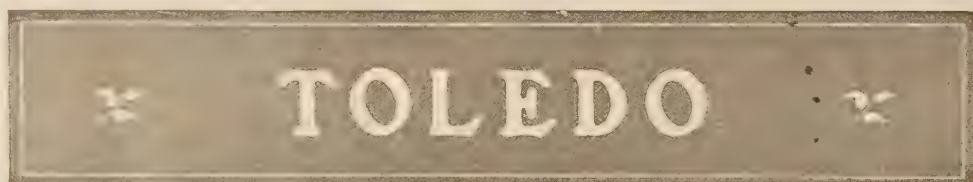
SEAVER.—James Everett Seaver died on March 12 at Los Angeles, Cal. He was formerly a member of the Kansas City Board of Trade and for 30 years had been engaged in the grain business. He was at one time associated with the Midland Elevator Company, a Peavy subsidiary and was president of the Board of Trade during 1904. He lately had been connected with a shipbuilding firm in Los Angeles. His widow and one son are left.

SIMPSON.—Pneumonia caused the death of James Simpson, president of the New York City grain firm, Simpson, Hendee Company, at Toronto, Ont., Canada, on March 20. He had gone to Canada on a short business trip when taken ill. Mr. Simpson was a member of the New York Produce Exchange.

WHEELER.—Eugene Wheeler died on March 15 at Chicago. He was formerly a member of the Chicago Board of Trade.

NEW DIVERSION AND RECONSIGNMENT RULES

Notice has been given by the Interstate Commerce Commission to all carriers to establish at all markets, effective May 1, 1918, on 5 days' notice the following rules governing the reconsignment of grain, seeds, hay and straw. Grain (including corn, barley, oats, rye, wheat, buckwheat, popcorn, grain screenings and seed screenings), seed, both field and grass, hay or straw in carload lots may be held in cars on track for the privilege of national, state, board of trade or other official inspection and disposition orders incident thereto at billed destination or at a point intermediate thereto, subject to the following rules and charges; the charges to be made in addition to demurrage, track, storage and other lawful charges, and to be accrued to the road performing the service and be noted on the way bill. Rule 1: When disposition order is received prior to expiration of 24 hours after first 7:00 a. m. after arrival; charge, \$2 per car. Rule 2: If disposition order is received after expiration of time allotted in Rule 1 but within 72 hours after first 7:00 a. m. after arrival; charge \$2 per car for the first 24 hours plus a charge of \$1 per car for each additional 24 hours or fraction thereof. Rule 3: If disposition order is received after the 72-hour limit, prescribed in Rule 2; charge, \$5 per car. Rule 4: Sundays and legal holidays (national, state and municipal) excluded in computation of time. If holiday falls on Sunday the following Monday to be excluded also. Rule 5: For the purpose of disposing of car after it has been officially inspected the disposition order received after official inspection will be considered as being in lieu of consignment instructions under which car arrived at official inspection point. Rule 6: If grain, hay, straw, field or grass seed, C. L., is held on track except for official inspection, the general diversion and reconsigning rules will apply.



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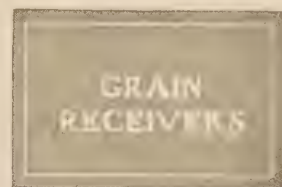
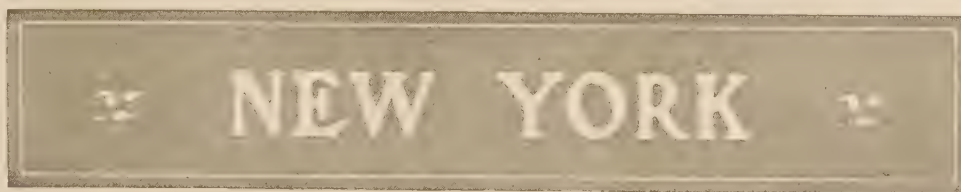
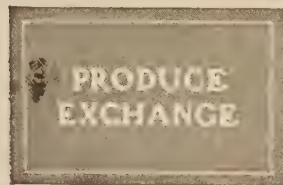
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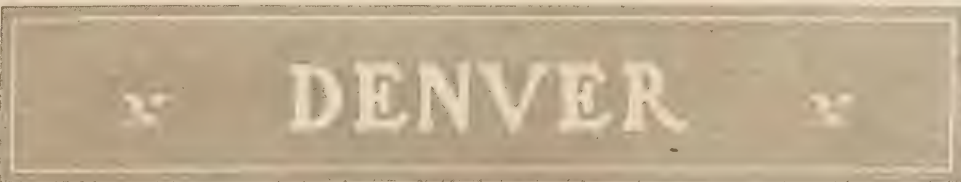
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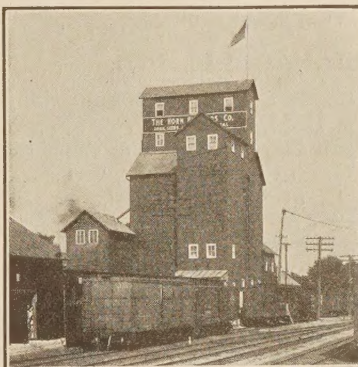
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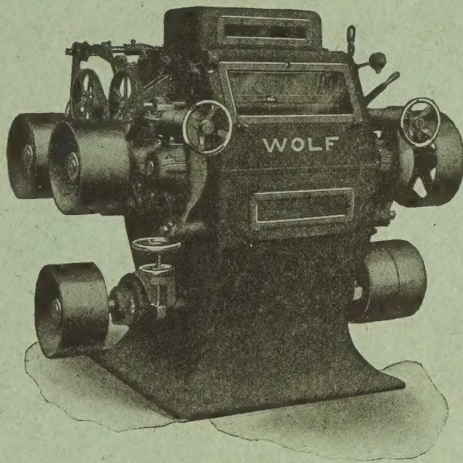
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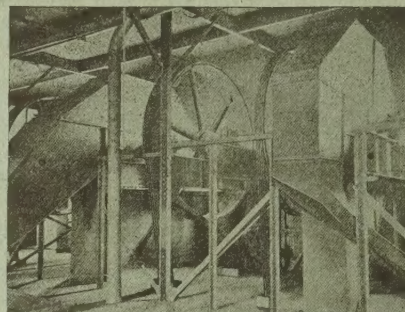
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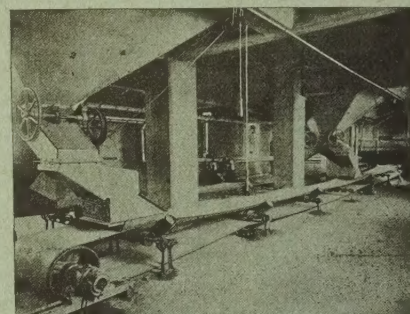
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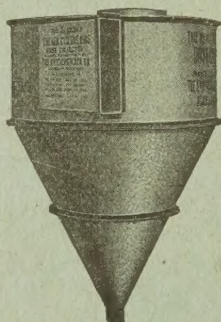
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